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[a351]

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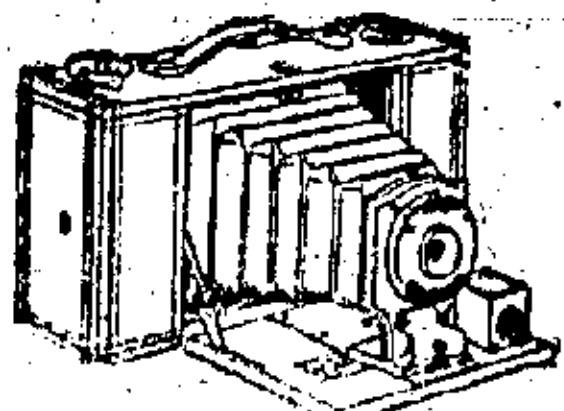


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## The Daily Press.

HONGKONG, APRIL 29th, 1911.

THE discussion which has been proceeding in the Legislative Council on the cost of the Kowloon railway seems to us about as useless as flogging a dead horse. Unless somebody is to be pilloried and punished for expending on the railway more than twice the sum originally contemplated, what is the use of all the talk? The debate has thrown no new light on the subject, the contentions and the replies thereto being simply a rehash of former debates on the subject. All the trouble about the cost of the railway appears to be due to the fact that the Government when it commenced the building of the line had not made up its mind as to what was really required. From the taxpayers' point of view the position is briefly this: The Colony undertook to build a railway estimated to cost between five and six million dollars. If anyone had ventured at that time to say that the estimate prepared by Mr. Bruce and Mr. Valpy, with some assistance from the Director of Public Works, was an untrustworthy guide to the actual cost of a railway adequate to its anticipated requirements as a terminal section of a great trunk line, we wonder what Mr. Bruce would have had to say on the subject? On his estimate the Colonial and Imperial Authorities decided that the railway should be constructed. Mr. Bruce's connection with the matter ended there.

Another railway engineer was chosen by the Crown Agents to undertake the actual construction. Then, commenced those deviations from the original plans which are responsible for so large a part of the increased cost. We have no knowledge of Mr. Bruce beyond the fact that he was chosen by the Crown Agents or their Consulting Engineers as a man competent to frame a reliable estimate, but we have often wondered whether some injustice is not being done to his reputation as a railway engineer by the belittling of the estimate he furnished to the Government, as a result, if we recollect aright, of several months' work. It is quite possible, of course, that he would approve every alteration that has been made in the plans if instructed to make the undertaking, and not the cost, his first consideration; but we assume he did not set out to design a railway regardless of cost, and it would have thrown much light on the subject if in the course of these discussions some statement by Mr. Bruce himself regarding his estimate had been called for and made public. When we are told that the estimate this engineer prepared "cannot be considered as an estimate of the cost of construction," we are driven to ask: What, then, was the use of it? Did the Government when it decided to build the railway imagine for a moment that the estimate they had before them was worthless as a guide to the cost? Whether they did or whether they didn't seemed to be regarded by the authorities of the day as a matter of no consequence to the taxpayers, for it was not until a year or more had elapsed after the commencement of the railway that the public were informed that the original estimate was \$550,000. By that time over seven million dollars had been expended and the unofficial members of Council had begun to be alarmed at the heavy cost of the undertaking. Then the explanation was given that since the original estimate was formed a "larger view" of the interests of the railway had been taken. The taxpayers or their representatives in the Council were not consulted about it, their interest being confined to paying the cost. We owe it primarily to the protests which the Hon. Mr. Hawert and the Hon. Mr. Kewwick made in the Council in January 1908 that we have since had annual progress reports on the railway and if no annual progress reports had been passed on the railway policy when the Government, the Hon. Mr. Hawert's speech of 29th September 1910 shows, it was not because he was entirely satisfied with that policy. What all the criticism amounts to is simply that we have not cut the cost according to our cloth. We expected to get a railway costing half a million sterling or thereabouts, and we have instead one which has cost more than double that amount, the additional cost being largely due to alterations of the original design in accordance with the "larger view" which was taken after the work of construction had actually commenced—and the taxpayers had absolutely no voice in the matter. They knew little or nothing about these things, in fact, until the bill was presented, and the Hon. Mr. Hawert, though a member of the Executive Council, appears to have known no more than the main-street. The grounds of criticism, as the Hon. Mr. Hawert was careful to observe, refer to a time prior to the government of H.E. Sir Frederick Lugard, who has certainly shown by his annual railway statements that he has exercised a close supervision over the expenditure to which the Colony had been committed. When all is said and done the mainspring of the discontent is seen to be that the taxpayers who have to foot the bill were not taken into the confidence of the Government when the plans were being settled, and were consequently misled into believing that they would be getting a railway at a cost approximately to the estimate furnished by Mr. Bruce.

Fifteen ricksha coolies were fined \$2 apiece by Mr. Hallifax at the Magistracy for persistent solicitation of passengers near the Naval Cantonment. Before Mr. Wood at the Magistracy yesterday a Chinese contractor from Hollywood Road was charged with receiving 17 cases of glass valued at \$137.40, knowing the same to have been stolen. The hearing of the case was adjourned. A coolie leaving H.M.S. Newcastle with five ounces of tobacco was arrested and charged before Mr. Hallifax at the Magistracy yesterday with stealing the weed from a bluejacket. He told his Worship that he picked it up on the deck. A fine of \$5 was imposed. Two Chinese, a man and a woman, were charged before Mr. Wood at the Magistracy yesterday with having in their possession 176 old tins of opium without a valid certificate. Mr. Otto Kong Sing represented the defendants. The hearing was adjourned, and bail was fixed in the sum of \$750.

A Chinese who took a watch out of the coat pocket of a countryman at West Point on Thursday night was sentenced by Mr. Hallifax at the Magistracy yesterday to twelve months' imprisonment and six hours' stocks. The defendant, it was found, had just coqueted a term of banishment.

At the Roman Catholic Cathedral to-morrow morning at 7 o'clock hundreds of children of both sexes, we are informed, will receive the Holy Communion for the first time. His Lordship Bishop Pozzoni will administer this Holy Communion during a low-solenn mass. In the evening at 5.30 solemn services introductory to the "Month of May" will be held during the month of May, all the evening. Conferences will be conducted by the Rev. Fr. L. Versiglia, the superior of the Salesian Congregation. Mr. Harry A. Dooley, advance agent of "The Follies" has returned to Hongkong, and informs us that the Company will give one performance only in Hongkong, on Saturday May 13th, and then go to Canton where they will give entertainments on Monday 15th and Tuesday 16th. The Company has had a most successful tour in the North, especially at Shanghai. They have been to Kobe and Yokohama, and after a return visit to Shanghai, they have gone up to Tientsin.

On Thursday a lady engaged a chair to travel from D'Aguilar Street to her home in Peel Street. As she left the conveyance she missed her purse, and on going back to recover it was unable to find it. The leading coolie, who denied having seen the article, was given in charge and taken to the Central Police Station. There Inspector Mollary saw him throw the purse into a basket. The thief was charged before Mr. Hallifax at the Magistracy yesterday and sentenced to six weeks' imprisonment and six hours' stocks.

We have received a copy of "The Historical and Statistical Abstract of the Colony of Hongkong," which was compiled during Sir Matthew Nathan's tenure of the Governorship for inclusion in the Civil Service List. It has now been decided that this abstract, which is annually brought up to date, shall be printed as a separate publication, once every ten years, the unexpired records of the decade only appearing in the Civil Service List. The present is the first issue of this separate record, and gives the history of the Colony in brief from its acquisition in 1849 down to and including the year 1910. Copies of this useful record may be obtained from the Colonial Secretary's Office at \$2 each.

## THE MINISTERING CHILDREN'S LEAGUE.

Addressing about 350 Chinese members and associates of the Ministering Children's League, assembled in the grounds of Government House on Thursday night, the Hon. Mr. Kewwick said: "I have come to you tonight, as the children of the European branch of the League came last week, because you have joined the Ministering Children's League, and I understand that you want me to talk to you all about it. I talked to them about the League. I can only say to you very much the same things that I said to them, and the one same thing, the principal thing, which has to be said over and over again is that the League is just a League of Kindness. I believe that in China there are many Leagues which you call guilds, that is, people who agree to join together for a purpose. Well, the Ministering Children's League may be called a 'Guild of Kind Children' for you all join together with the one purpose of being kind. The League has only one rule of importance which we ask you to try and keep, and that rule is to do at least one kind act every day. It is not a very difficult rule, for if you are like any other children that I know—and I expect you are all very much the same—you probably do already a great many kind acts every day. But while it is not a very difficult rule to keep it has just this value that if you think about doing one kind act it will not only lead to your doing a great many more kind acts, but it will probably help to turn your thought towards unselfishness, which we believe to be the foundation of all that is best in human character. You probably hear a great deal about the value of a school education here in Hongkong. In the West, however, we think that a school education is of very little use unless it helps to form good character. We have a saying that 'Character governs the world.' Mixed up with our school education we have in England amongst all classes, for children, and for grown up people alike, a great many leagues which, like the Ministering Children's League, have for their object primarily the development of character. So it seems right that here in Hongkong where you take our school education you should also have the opportunity of joining some of our good character leagues. That is one reason why I have asked if you came to join the Ministering Children's League. The Ministering Children's League is, I think, the very first that an English child can join. The rule of kindness which I have given you is so simple that even quite young children can join, and the age limit is, I believe, lower than the age limit of any other league. I think myself that five years old is as young as any one can well understand what the league is intended for, but we have some members who are actually younger than that. Therefore, any of you who join the league can feel that you have joined one of the first character leagues which if you were English you could have joined, and that you have joined a league of which the special object is to develop a virtue that prepares the character for other virtues. It is only a first step, but if you find that the Ministering Children's League helps you you can form if you like other character leagues amongst yourselves, or you

can establish here branches of the many English leagues which now exist. The Ministering Children's League was first formed as a league among the children of the rich with the idea of teaching them to care for the poor and to be kind especially to all those who were less fortunate than themselves. It was started by Lady Menth. Our Queen was one of its first patronesses, and the children of many of the great families of England joined it. Then it came to be felt that the children of the poor want quite so much as the children of the rich to learn the sweet uses of kindness, and the league became a wide-spread league of rich and poor with branches wherever the British Empire goes and even beyond its borders. In this league we meet now all on equal terms, making no difference between rich and poor and trying only to be equally kind. But we don't lose sight of the first charitable object with which it was formed. We try to keep a special remembrance of those who are less fortunate than ourselves, and in

order to have something to give to the poor each branch of the League has a Bazaar every year the proceeds of which are divided among local charities. We don't ask children for money, because children can only in turn ask their parents. They have no money of their own. We therefore ask children for an act of kindness, that is, that they should do some work for the bazaar. Everybody's work is sold at the bazaar, and the money that it brings is given to charity. Next year when we have our meeting I shall be able, I hope, to read you a list of the charities of Hongkong which you will have helped. The Ministering Children's League has grown up members and Associates. Having once entered the League you can remain a member all your life. Those who are now Associates of the Chinese branch will, I am sure, be ready to help the younger ones with their work. If I may say a word to the Associates, I would ask them to be so good as to keep especially before the minds of the younger members that the whole object of the league is to be really kind. A kind act done to somebody who wants it is more than a beautiful piece of work done without kind thought. If when you are working, for the Bazaar you will try to keep the thought of kindness in your hearts. I think you will find that the habit of kindness grows almost as simply as a plant grows in the sun. It would be nice if we could all be kind quite naturally as roses are red. For kindness has, I think, a special quality that it creates a good atmosphere in which other virtues can flourish. Have you ever noticed how good you feel when other people are kind? You feel more clever more able to do your best when people smile at you than when they frown. You feel more ready to help other people when they are ready to help you. I will tell you a pretty legend that I once read in an Arabic history of Egypt. Very long ago, about the same time as the earliest dynasties of China, there were that they had the power of giving victims' objects round them. One King was so good that he was able to give the power of healing to stone statues. It took him years of good life to be able to give power to one statue, but gradually as he lived he made statues able to heal every disease to which humanity is subject. There was a statue which if a blind man touched it would cure his blindness. There was a statue which if a lame man touched it would cure his lameness. The King had a temple full of healing statues to which men used to travel from great distances to be cured of their diseases. He was known to his subjects as the 'Benevolent King,' and he lived to a great age, adding always statues to his temple. In the last year of his life he became so good that he was able to make a statue more wonderful than all the rest. The stone cured the diseases which were known, but the last one had the power of curing man's 'secret sorrow.' It was placed in the middle of the temple. People had only to come into its presence and the sorrow of their hearts was healed. And this statue was the statue of a smiling woman. That story seems to me to have a very beautiful meaning for kind women. There is not one of you, I imagine, who would not like to think that perhaps with years of goodness added to kindness, you too, might have some power of healing secret sorrow. Some day if you will keep your thoughts kind and your ideals high you will become women whose smiles have power to spread happiness around it. I would suggest especially to the older girls among you who are now going up for honours at school and perhaps later for a University education, that you become a smiling woman in the sense of that magical statue is a better aim than to aim at doing the work of man in the world. To the younger ones I would say that they must begin with very simple acts of kindness to all around them. And I would ask them to remember that kindness may be done to animals as well as to human beings. Not only to birds, who give back their sweet song in return, but also to dumb animals, to whom kindness will be done merely to make them happier. By the organization of the league it is intended that a certain number of children should come under the personal influence of each Associate. I would ask that Associate particularly to keep the children under his influence to look out for kind acts to do. We must all, from the President to the youngest member, keep in our minds that the league is of no use unless it brings more kindness into the world. I have no need to say to you children how much happier a house is in which everybody is kind. You all know that for yourselves. I would like just to say that your own hearts also will be happier in proportion as they are kind, so in asking you to join a league of kindness, I ask you also to join a league of happiness. Happiness for yourselves and happiness for those around you. Let your guild of kind children be also a guild of happy children, and you will carry out all the best purposes for which the league was formed.

## TELEGRAMS.

(Protected by the Telegraph Message Copyright Ordinance, 1894.)

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE PLAGUE CONFERENCE.

PEKING, April 28th.  
A tarabagan inoculated at Mukden on the 14th inst. was to-day found to be suffering from chronic plague, proving infectivity for lengthy periods. The Conference resolutions will not be published before the Report is issued.

## DEBACLE ON THE TOKYO EXCHANGE.

Tokyo, April 28th.  
Half of the China loan has been allotted to London capitalists. There was a regular debacle on Exchange in consequence of the leading "bull" being unable to meet obligations of over three millions.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

## SERIOUS SITUATION IN MOROCCO.

FRENCH RELIEF COLUMNS GET OFF.

LONDON, April 28th.

A telegram from Tangier states that the bold attempt of M. Boisset, the French Consular Agent at Alcazar, escorted by troops, to take money and ammunition supplies to Major Bremond, who is marching with the Makhalla to the relief of Fez, was recently reported to be detained by floods and exhaustion of ammunition and his force, which is thirty miles from Fez, is now reported to be cut off from relief.

The flying column mentioned in the telegram of the 25th is three thousand strong but cannot reach Fez in less than ten days.

A letter received in Madrid from Fez via Ceuta states that the Europeans there, disguised as Moors, have taken refuge in the French Consulate. They had been there three days unable to leave, as the city was a prey to anarchy. It was feared that the provisions at the Consulate would give out.

There is an unconfirmed report from Tangier that Major Bremond has been killed.

## THE OPERATIONS IN ARABIA.

LONDON, April 28th.  
Perim natives report that Imam Yahya has been captured at Sanaa.

## FRANCE AND THE ALGERIAS TREATY.

LONDON, April 25th.

The French Ambassador at Berlin has assured Dr. von Bethmann-Hollwag that France has no intention of contravening the Treaty of A' gcinans.

## THE BRITISH BUDGET.

LONDON, April 28th.

Speaking in the House of Commons, Mr. Asquith said that he hoped the Budget would be presented as soon as the Veto Bill is disposed of in the Commons.

## A WARNING TO MONTENEGRO.

LONDON, April 28th.

It is reported from Constantinople that Rifat Pasha, the Grand Vizier, has said that unless the Montenegrins cease aiding the Albanian insurgents he will be compelled to call Montenegro to account.

## REVOLT IN CANTON.

## ATTACK ON THE VICEROY'S YAMEN.

Following on the rumours as to the probability of a rising in Canton on the first of the moon (to-day), which have been current for a day or two, came the startling intelligence yesterday that the standard of revolt had been raised and that an attack had been made on the viceregal yamen by a body of insurgents. Though it was understood that this particular attack had proved abortive, it was feared that the outbreak would assume serious dimensions, and considerable anxiety prevailed in Hongkong in consequence. The mercantile community with interests in Canton could not but feel grave concern, and the Colony generally was roused to an unusual interest in news from up river. Among the Chinese there was a ferment of excitement, and the vernacular newspapers with their various publications were eagerly scanned for the latest information.

The first sensational intelligence arrived through Chinese sources. The report, which came to hand in the morning, was to the effect that a band of rebels had made an attempt to destroy the Viceroy's Yamen. These malcontents armed with bombs and hand grenades, surrounded the Yamen, set fire to an adjacent building, and exploded their bombs. Considerable damage to property was done, but His Excellency escaped. Admiral Li came on the scene with his soldiers and surrounded the insurgents. A fierce fight ensued, and several casualties took place on both sides but the result was that the rebels were dispersed. Some fifty of their number were captured, and among them was the ringleader. Then followed the announcement that all was quiet. Reassuring as this was intended to be, it did not produce that effect, and excitement became intensified when it was learned that the Harbour Master had prohibited all vessels leaving here for Canton. The Canton steamboat wharves were thronged all day by Chinese, and the crowd increased as the day advanced.

Later in the afternoon the prohibition was cancelled, a fact which was taken as an augury that the situation in Canton had become less acute. It was learned that the embargo placed on vessels leaving Canton had been removed by the Viceroy, and that the *Honam* had left that port at one o'clock. This steamer arrived about eight o'clock at night. Though the first to reach here from the scene of the disturbance, she brought little additional information as to what was happening there. Captain Smith stated that the only feature of the trip was the large number of better class women and children who had taken passage. They were in a state of alarm, and many of them were seen in tears. The Captain told our representative that though he saw a glare in the sky the previous night he did not attach any importance to it. He thought it was one of the numerous fires common to the city. Not until 6.30 yesterday did he learn of the happening of the night before. Then a customs officer came on board and informed him that the *Honam* could not leave until further orders. All traffic on the river was suspended. The railway service too was stopped. The city gates were closed and no one was allowed to leave unless under a permit from the Viceroy or Admiral Li.

The reports to hand indicate that the rising was precipitated through the measures of the Viceroy in causing search to be made for revolutionaries. So thorough was this search that the outlaws were driven from their hiding places, and it seems to have been as a desperate resort that the attack on the Viceroy's Yamen was carried out. According to an account furnished to the *Cheung Ngai San Po* "several tons of rebels" marched from Sz Hau Street to the Yamen. They were armed with pistols and wore white cloth round their waist as a distinguishing mark. About seven o'clock they set fire to a building near the Yamen, but His Excellency gave instructions to pay no attention to the fire, but to cope with the rebels. Fighting ensued, and after a number were killed the rebels ran away. The gates of the city were closed, and a thorough search for revolutionaries was instituted.

In none of the communications from reliable sources is the outbreak attributed to the action of reformers. The men who took part in the attack are described as outlaws or rebels or mob.

That the British authorities were well informed is indicated by the fact that the *Mothers* reached Canton on Thursday night and two gunboats proceeded there yesterday from Hongkong.

The steamers from Hongkong reaching Canton yesterday morning had to remain in the back reaches until the afternoon, and a strict examination was made before the passengers were allowed to land.

A telegram sent from Canton at ten o'clock last night stated that several "tens of rebels have been arrested," that the city gates are still closed in continuation of the search for rebels, and that the people are quiet.

## SUCCESS OF INTERNATIONAL STAMPS.

The Universal Postal Union at Bern issued in 1907 the "coupon response international" which is a kind of postal order with a face value of 24d, and on which is written: "This coupon can be exchanged for a postage stamp of the value of 25 centimes, or the equivalent of that sum, in countries which have adopted the arrangement."

It was created to facilitate correspondence and business in all parts of the world, and has gradually been adopted by nearly all the countries belonging to the Postal Union. According to the latest report 253,100 coupons were delivered to various countries in 1909, but last year the total increased to 1,064,700, and this year the increase should be greater, as three more French colonies and Brazil and Portugal have adopted the system.



(Continuation of Report from yesterday.)

godowns will in all probability be required in the near future for the storage of the material of the railway. My hon. and learned friend Mr. Pollock condensed the criticisms made about the railway to the one point: that we had in all probability resumed more land than we required. If he alluded to the two acres north of Salisbury Roadside, I may inform him, as I have already done, that the cost of neither of those areas has been debited to the railway. They are an asset acquired by the Colony, and in the opinion of those with whom I have conversed, they are a valuable asset. I think should the Colony desire to part with them it will do so certainly at no loss. The reason that they were acquired was not, as the hon. member of my right (Mr. Hweo's) said, because we did not want them, but because up to the present day it has not been finally decided where the railway terminus shall be, and I explained very fully when speaking at the last meeting the reasons why the final decision on that point had not yet been taken. On that particular subject no criticism or comments have been made, and I assume therefore that the Council endorses the wisdom of waiting to spend our money until we know exactly how the traffic with Canton is going to turn out. With the question of workshops I have already dealt, and I think there is little to be said on the matter. The hon. member representing the Chinese Chamber of Commerce said that he and those who fought with him still maintained that a certain amount of work at any rate for the railway could be done by private shops. I would ask the Council how can the railway rely on a certain amount of work being done outside? With regard to the question of the increase of staff and the cost of maintenance I have already said that there is no need to add to what I have said. I pointed out emphatically that as the railway will be compelled in any case to have a locomotive superintendent and a mechanical railway staff, that staff will be available for work in the shops and they will be able to turn out work more cheaply than could be done by any private firm, especially those which have not got the machinery required for work. I will now put the question of flogging prisoners to rest. I have received that a sum of Dollars Four hundred and twelve thousand five hundred and one and cents fifty-nine (\$412,501.59) be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1911. The resolution was carried unanimously.

**FLOGGING AMENDMENT ORDINANCE.**

THE ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Flogging Ordinance, 1903." In doing so he said—This is an Ordinance which has been sanctioned in its present form by His Majesty's Secretary of State for the Colonies. It has been well-considered by the Judges, and though I have to a certain extent been criticised by the Press the criticisms that I have received have been because it did not go far enough. I am satisfied, as far as the Home Authorities will allow it to go, and it is for the Council to pass legislation which will be sanctioned shortly after being passed. It authorises the use of the birch in the case of the most serious forms of kidnapping, and following at a distance the principle of the Garretts' Act it allows the infliction of the "cat" on persons who commit robbery with violence. Under the Garretts' Act it is permissible to inflict on a convicted felon a punishment of fifty strokes, in all 150 strokes. This Ordinance allows an increase of not more than 24 strokes. It cannot be said therefore in my opinion that the principle of this Ordinance is a principle of vengeance. (Applause.) We care not for the prisoner who deserves it, and we have no desire to wreak our vengeance on him. The principle of this Ordinance is not vengeful. It is not remedial. It is simply punitive. We want to inflict the "cat" on individuals who are guilty of the crimes from which this individual is sprung, that is, on those things at their birth. We inflict the punishment as an example to others, and these remarks, I beg to move the second reading of the Bill.

THE COLONIAL SECRETARY seconded, and the Motion was agreed to.

The Council then resolved itself into a committee of the whole Council to consider the Bill clause by clause.

On clause 3.

HON. MR. POLLOCK said—I understand from the learned Attorney-General that the corresponding provision of the Home Act authorise three floggings of 50 strokes each. I do not know, Sir, for what particular reason there was any departure from that Act in adapting it to this Colony.

HIS EXCELLENCY, THE SECRETARY OF STATE for the Colonies said—The Ordinance limits the number of strokes to 24. The original number proposed was in excess of that.

HON. MR. POLLOCK said—It is not clear here, because his hon. friend says it is not flogging?

HIS EXCELLENCY—Yes.

THE ATTORNEY-GENERAL—There is a section in the principal Ordinance which limits the floggings to one.

HON. MR. POLLOCK—The clause says that flogging shall be inflicted privately in the prison and within six months of the sentence. The Attorney-General pointed out that the object of the clause was to ensure that those floggings would act as a deterrent to others. It seems to me that the word privately seems to be an unfortunate word to use. It implies that a prisoner will be taken somewhere and flogged privately so that his fellow-prisoners will not see him being flogged.

THE COLONIAL TREASURER—That has been the custom for many years in Hongkong, and it is a very proper custom, I beg to say.

HON. MR. POLLOCK said—I see how a private flogging can be carried out, however. It seems to me that the word privately should come out and be replaced by the words "in prison" the following words might be inserted:—"in the presence of the other prisoners."

THE ATTORNEY-GENERAL—The people we wish to deter from committing armed robbery are not those already suffering imprisonment for other offences, but those who are not in prison. It is to them that the sentence is proportionably, I submit, sufficient to induce them to think that the prisoner will receive the "cat." It would be creating a very unpleasant spectacle to carry out flogging publicly, and merely to flog a man before other prisoners who cannot possibly by reason of their being in prison commit armed robbery would be to defeat the object of the Ordinance.

HON. MR. POLLOCK—The hon. Attorney-General does not seem to see that those people in prison very often go into prison again, and in this Colony as well as in other places there is a class of prisoner known as habitual criminals, and it is for the benefit of those people that a prisoner should be flogged before them so that the flogging will act as a deterrent to them.

THE ATTORNEY-GENERAL—My experience in England was that the majority of criminals were not habitual criminals, but I was informed by the Captain Superintendent of Police the other day that he had never experienced a case in which a man who had served a sentence of seven years or over had relapsed.

HON. MR. KERWICK—Wasn't that on different grounds? The Captain Superintendent of Police said that the prisoner had got come back after seven years because they were so

well looked after and taught a trade, and they thought it paid them better to work at a steady job than to go back for another seven years.

**THE ATTORNEY-GENERAL:**—That was so.

**PRISONERS** are so improved, in prison discipline, that they do not require to see these horrible sights.

**THE CAPTAIN SUPERINTENDENT OF POLICE:**—I think it would be considered brutal to flag a prisoner before the other prisoners.

**THE ATTORNEY-GENERAL:**—I have not the English Act, but I believe that Act provided for private flagging.

**Hon. Mr. EDWARDS:** If flagging isn't brutal, flagging in my opinion in the presence of other prisoners cannot be brutal either, and I do not think that flagging in private can be the deterrent it would be if other prisoners were allowed to watch.

**Hon. Mr. KEESWICK:**—After all, it is a punishment for a brutal assault. Of course we want to hold to the question of vengeance as much as possible.

**HIS EXCELLENCY:**—I must admit that my feeling is entirely with the suggestion of my hon. and learned friend (To Mr. Pollock)—Do you wish to make an amendment?

**Hon. Mr. POLLOCK:**—I would suggest that the words "in private" be omitted; and that after the words in prison be added the words "in the presence of other prisoners."

**Hon. Dr. Ho Kai Kar:**—I would suggest that the word private be deleted and that the matter be left to the prison authorities.

**Hon. Mr. POLLOCK:**—I accept the suggestion of the hon. member.

**THE COLONIAL TREASURER:**—I am almost certain that the Secretary of State will instruct us to put in the word "private" again when the Ordinance is sent home for confirmation. Public flaggings have been out of date now for many years.

**Hon. Mr. KEESWICK:**—They don't know all over the class of people we have to deal with here.

**THE COLONIAL TREASURER:**—That is the tone of public opinion at home.

The amendment was then put to the vote and declared lost. The voting was as follows:—**Hon. Mr. KEESWICK, Hon. Mr. EDS, Hon. Mr. POLLOCK, Hon. Mr. POLLOCK, Hon. Mr. Dr. Ho Kai Kar, Captain Superintendent of Police, Registrar-General, Director of Public Works, Colonial Treasurer, Attorney-General, and the Colonial Secretary.**

On Council resuming.

**THE ATTORNEY-GENERAL** reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

**THE COLONIAL SECRETARY** seconded, and the Bill was read a third time and passed.

**CORRECTION OF REFERENCES ORDINANCE.**

**THE ATTORNEY-GENERAL** moved the second reading of the Bill entitled, "An Ordinance to amend certain references to previous Ordinances contained in the Ordinance passed in the years 1902 and 1903." In doing so he said:—As you are all aware, during the years 1902-03 the present Government authorised a series of Ordinances of this kind. My hon. friend the Colonial Secretary, who was in charge of preparation by the Editor, Sir John Carrington, and in the course of it editing and with the powers conferred upon him by the Revision Ordinance he altered the numbers of the Ordinance with which he was dealing so as to make the numbers of the Ordinances in the revised edition consecutive, but the revision did not cover the Ordinances passed in the years 1902-03, and those Ordinances correspond to transferring the old numbers and changing them to Sir John Carrington's numbers.

**THE COLONIAL SECRETARY** seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause. On resuming.

**THE ATTORNEY-GENERAL** reported that the Bill had passed through Committee without amendment, and moved the third reading.

**REGISTERED PARTNERSHIP ORDINANCE.**

**THE ATTORNEY-GENERAL** moved the second reading of the Bill entitled, "An Ordinance to establish Registered Partnerships and to give effect to certain Chinese Partnership Customs." In doing so he said:—The principles of an eye for an eye and a tooth for a tooth have been approved totally applicable to commercial communities, and all the laws of commerce from the Ordinance of Babylon, who died some 2,000 years before the Christian era, down to modern times have always recognised that it was necessary for the State that a debtor should be liable to a certain extent from his obligations rather than he should be handed over and ruined to his creditors, but different nations have differed in ways of dealing with it. In the case of the French system, there are two extremes, there are four in the case of the Chinese system. There are four in the case of the Colony at the present moment. Those are the two extremes. In between them are the French method and the Chinese method. At one extreme we have the principle of a limited liability company under which a shareholder of a fully subscribed company is insolvent. We cannot touch his private property at all, even when the company goes into liquidation. At the other extreme we have our present partnership law which enables us to take the whole of a partner's private property to satisfy a partnership debt. In between comes the French system, the associations des commandités, in which we have a general partner who is responsible for all the debts of the firm and limited partners whose liability is limited. In between also we have the Chinese system, in which there is no general partner and in which the liability of every partner is limited to the extent of his share in the firm. As your hon. friend said on the first reading of this Bill the question has been considered ever since 1874. In 1900 a committee finally reported on it, and as a result of their report the question was shelved, and probably but for an accident it would have been shelved for a very much longer time. The accident was this. In the year 1907 the French system of registering partnerships was introduced here, and the French law partners should get the benefit of the French law as to associations on a commandite. Two years later, about September, 1909, the acting Attorney-General at the time asked me if I would draft for him an Ordinance on the lines of that Act. It was unnecessary for me to see any papers to do that. I had the Act in my own library, and I drafted a Bill. That Bill went through the usual channels and eventually came before the Commercial Union. That body did not know that it was an attempt to bring into force in this Colony the French law which had already with modifications been brought into England. They thought it was one more attempt to grapple with the question of their own Chinese partnership customs. Therefore they criticised it and the Bill was dropped. As a result of it being dropped the Acting Attorney-General would have had to come back to me in consultation with the Registrar-General, the senior unofficial member of the Council and others. As a result of conferences between those gentlemen and myself a Bill was drafted. The framework is the same as the framework of the English Act of 1907, but the principles are different. Its principle is to recognise Chinese partnership customs, and the committee reported in 1907 that legislation was impossible on the subject, and as some one admitted

at any rate that it would be impossible unless it were heaven-inspired, before drafting this Bill I had to consider the question as to why previous attempts proved abortive. The reason is given in the report of the Committee which recommended that nothing could be done unless it was given the sanction of the Legislature. They advised that it would be inadvisable to introduce such legislation whether permanent or disabling. Try as you will you cannot force people to register unless you make it to their advantage; that is, people engaged in commerce. If it is not to a commercial man's advantage to register he either evades the Act or refuses to register or else takes his business elsewhere. The only people who would register under a compulsory registration Ordinance would be the very people whom it does not matter whether they are registered or not, honest people. We would never get the rogues. This Bill is different, and whether it succeeds or not will depend very largely, I venture to think, on whether we have given them enough, whether the bribe is big enough. If they do not register they remain as they are subject to the present partnership law. It is a subject that has been suggested that this Bill should go before a special committee. That will come up afterwards. At present I try to add what I have already said to the objects and reasons attached to the Bill, and to move that it be read a second time.

The Colonial Secretary seconded, and the motion was agreed to.

The Attorney-General then moved that the Bill be referred to a special committee of the Council.

The Colonial Secretary seconded, and the motion was agreed to.

His Excellency appointed the following members to be the special committee: The Attorney-General (Chairman), Hon. Dr. Ho Kai, Hon. Mr. Wei Yuk and the Registrar-General.

SUMMARY OFFENCES AMENDMENT ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to further amend the Summary Offences Ordinance, 1945." In doing so he said:—

"This Bill simply corrects a mistake which somewhere or other has crept into Sir John Carrington's edition of the Ordinance. It has been pointed out by the editor at present engaged in revising the edition. He has advised that it is necessary to make the amendment by a Bill and not in the ordinary course of revision."

The Colonial Secretary seconded, and the motion was agreed to.

On resuming,

Council then went into committee to consider the Bill clause by clause.

The Attorney-General reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

His Excellency—Council will adjourn sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards; the Colonial Secretary in the chair. The following vote was passed:

CROWN SOLICITOR.

The Governor recommended the Council to vote a sum of Three thousand four hundred and seventy-eight dollars and seven cents (\$3,478.57) in aid of the vote Judicial and Legal Departments, D.—Law Officers, Personal Expenditures, Crown Solicitor's Office, Crown Solicitor (being salary of Mr. J. H. Kemp at ½ of 900—per annum for the period from 1st January to 31st August, 1911).

The Secretary of State notified that due to the appointment shall take effect from the first day of this year.

TERCENTENARY OF A MANILA UNIVERSITY.

Yesterday, the 28th April, was a memorable day for the University of St. Thomas of Manila, Philippine Islands, as that great seat of learning in the East celebrates the third centenary of its foundation, enjoying as it does therefore the unique distinction of being one of the oldest Universities in the world.

The history of the University in brief is as follows:—The Right Rev. Mgr. Miguel Bonavides, who was born in Spain in 1550 and died at Manila in 1605, then Archbishop of the Philippine Capital, was the real founder of the University, as in his will that Prelate left all his lands, even though small, for the purpose of establishing the College of St. Thomas. Attached to the Dominican Order, of which he was a devoted member, in his lifetime he was imbued with the main thought that his brothers the Dominicans Fathers were to be the guardians for instructing the sons of the land of his adoption, and of only in the new College, but all over the islands.

On the 28th April, 1611, the prospectus for the foundation of the new College of St. Thomas first saw the light of day. That document laid down that the teaching of Elementary and Moral Philosophy and Theology should always remain under the direction of the Dominican Fathers. The next important step in the advancement in connection with the College was taken in 1619, when the Rev. Father Baltasar Fort was appointed the first Rector of the College. In 1623 the Institution received official approval in a Royal Decree of Philip IV., King of Spain, and on the 20th November, 1654, His Holiness Pope Innocence X. granted the College the title of a University. Thereafter the Institution enjoyed Papal grace by a Decree of Pope Clement XII., who enlarged its facilities to embrace all the arts and sciences for which chairs might be found convenient in future to establish.

On the 17th May, 1630, the King of Spain placed the University under his Royal Patronage, and on the 7th March, 1785, conferred upon it the title of "The Royal," raising it to the level of the most celebrated Universities of the Spanish Monarchy.

Since that remote period have the Dominican Fathers been the controllers and Directors of the University with a disinterestedness and steadfastness of purpose that have taken this seat of learning through all difficulties and trials and at times in spite of contrarities that might have damped the ardour of most men but

these who have devoted their lives for the spiritual and material advancement of the people of the Philippines.

In this centre of teaching, unique in its class, where until a short time ago it stood as the one and only institution in the Archipelago wherein higher branches of learning were taught, almost the entire number of the Filipinos learned in Arts and Sciences as well as Literature have been graduated. It was from this University that the best intellects of a people so richly endowed by nature with rare talents as the Filipinos are have been moulded and shaped and who now hold positions of dignity and trust and responsibility in the land.

About six years ago the Rev. Father R. Velazquez, the present Rector, gave a great impulse to the University by creating new Faculties and enriching its laboratories with selected and abundant material. At the present time the following Faculties obtain in the University, viz.: Theology, Canonical Law, Medicine, including Midwifery and Therapeutics, Engineering, Philosophy and Literature.

List now the Rev. Father J. Novat, Doctor in Canonical Law and Philosophy, and Rector for many years of one of the Dominican Houses in Rome, was appointed Rector of the University at Manila, and we understand that he is directing the destinies of that important Institution with marked ability and general approval. It will be remembered that the reverend gentleman passed through Hongkong on his way to Manila in December last.

We are informed that the ceremonies in commemoration of the tercentenary of St. Thomas will be held in Manila at the end of October next, when the Capital of the Philippines, if for no other reason, should be well worth a visit by residents from this Colony. The University is of special interest at this juncture when our own is on the eve of being in working order.

## HONGKONG SHARE MARKET.

Messrs. Vornot & Smyth in their weekly share report dated 23rd April state:—

Business during the past week has been on a fairly moderate scale, and speculators generally have ruled steady. "Rubbers" after weakening, in sympathy with the decline in value of the raw material have recovered to some extent on the receipt of a large consignment from London, and at the close of the week the market has an improving tendency. Fine Hard Para Rubber after declining to 4/9 per lb. has advanced to 5/3½ (today's quotation from London), closing firm. The open market rate of discount has advanced to 2½ per cent., at the Bank of England rate is unchanged at 3 per cent. Bar Silver is quoted quiet at 87½ pence, and the S. F. rate on London at 9½. Shanghai T. T. is unchanged at 74½.

**BANKS**—Hongkong and Shanghai have been imported from the North at 88½, and bank closing sales have been booked at 8900, market closing with probable sellers at the latter rate. London has improved to 288. Nations' is still enquired for at 880, but we have no business to report.

**MARINE INSURANCES**—Unions after sales 8850, cum dividend, have improved, and merchants can now be placed at 8810 ex dividend, though China has been booked at Tis. 162½, Langkates at 8190.

**FIRE INSURANCES**—Hongkong have ruled quiet with sales at 5350. China are quiet with small sales at 8125 and probable sellers at the rate.

**SHIPPING**—Hongkong, Canton and Macao are quiet at 8294 with small sellers. Indian liners have been sold extensively to London during the interval at 862½ and 863, market closing with buyers at the former rate. China and Manila have been done at 834 and 810, market closing with sellers at the higher rate. 8/9 and buyers for Shanghai Transports at 8/7 and buyers for London account at 88½.

**REFINERIES**—A sale of China Sugars at 1405 has been booked, and at this rate more procurable. Luzons close without feature at 820.

**MINE**—Rauas are unchanged with sellers at 824. Charbonnages are unchanged at 8700 and Chinese Engineers at Tis. 13.

**DOCKS, WHARVES AND GODOWNS**—Hongkong and Whampoa Docks have been sold at 855 market closing steady. Keelion Wharves are still on offer at 852 with small buyers at 850. New Amoy Docks have improved to 864 buyers and no sellers. Shanghai Docks are procurable at Tis. 65, and Shanghai and Hongkong Wharves at Tis. 85.

**LANDS, HOTELS AND BUILDINGS**—Hongkong Lands are easier with sellers at 893½. Kowloon Lands continue on offer at 828, and Lamphreys' Estates at 854, but at 86 there are buyers of the latter stock. Hongkong Hotels are in firm request at 814, and Fairfield's at 85. There are new issues respectively and no sales to report. West Points have been booked at 847. Shanghai Lands are quoted at Tis. 99, and Manila Metropole Hotels at 811.

**COTTON MILLS**—Quotations are unchanged and there is no business to report.

**MISCELLANEOUS**—Dairy Farms have been booked at 820½ and 820½, and at the latter rate more shares can be placed. Sales are also reported of Kopes at 817, Hongkong and China Gas at 8195, Steam Fisheries at 87, and Steam Laundry at 864. W. son's are in request at 868, Powell's at 83, China Lights at 81, New Peak Trams at 8110, and Fairfield's at 85. There are sellers of Cement at 83, China Portlanders are sellers of Electricity at 822 ex dividend and China Borneas at 89. Langkates are quoted in the North at Tis. 98 with probable buyers.

**RUBBERS**—Closing quotations—middle prices—received from London by wire to-day are as follows:

Highlands and Lowlands	100½
Ledbury	70½
London Asiatics	47½
London Ventures	102½
United Strangers	4½
Allegre	32½
Sapong	49½
Linagris	49½
Eastern and International Trusts	8½-9 prem.
Rubber Trusts	17½ prem.
Anglo-Malays	21½
St. Bertams	7½

Our report of the excellent concert given by the Hongkong Philharmonic Society last night will appear in our next issue.

# ERUPTION ON BOY GREW UNBEARABLE

**First Application Eased Itching.  
Kept On. All Scabs Cleared. Now  
Bonny Boy, Spotlessly Clean.**



"My little grandchild had those white spots breaking out on the chin and then they were full of waters-bub and pimpled. This result was that they broke and formed a scab, which was over his body from head-to-foot, so that it became unbearable for him. He cried for about eleven months day and night. I tried two or three doctors, but they did him no good, only that they gave some powders to make him sleep, and that was only for a short time as the effect of them was soon over. They could not cure

[illegible]

Messrs. Vernon & Smyth in their weekly share report dated 28th April state:—

Business during the past week has been on a fairly moderate scale, and rates generally have ruled steady. "Turn-bars" after weakening, in sympathy with the decline in value of the raw material, have recovered somewhat on the receipt of better news from London. However, the market has an improving tendency. Fine Hard Para Rubber after declining to 4/9 per lb. has advanced to 5/3½ (today's wire quotation from London), closing firm. The open market rate of discount has advanced to 2½ per cent. The rate for 3 months' bills has been unchanged at 3 per cent. Bar Silver is quoted at 24½d per oz. and the T. F. rate on London at 1/19. Shanghai T. T. is unchanged at 74½.

A meeting of the Finance Committee was held afterwards, the Colonial Secretary in the chair. The following vote was passed:

The Governor recommended the Council to vote a sum of Three thousand four hundred and twenty-eight dollars and fifty-seven cents (\$3,428.57) in aid of the veto Judicial and Legal Departments, D. — Law Officers, Personal Emoluments, Crown Solicitor's Office, Crown Solicitor (being salary of Mr. J. H. Kemp at 4 of \$900 per annum for the period from 1st January to 31st August, 1911).

The Council voted as follows:

The Secretary of State notified Mr. Kemp that the appointment shall take effect from the first day of this year.

Yesterday, the 28th April, was a memorable day for the University of St. Thomas of Manila, Philippine Islands, as that great seat of learning in the East celebrates the third centenary of its foundation, enjoying, as it does therefore the unique distinction of being one of the oldest universities in the world.

The history of the University in brief is as follows:—The Right Rev. Mgr. Miguel Benavides, who was born in Spain in 1550 and died at Manila in 1605, then Archbishop of the Philip-

ppine Capital, was the real founder of the University, as in his will that Prelate left all his lands, even though small, for the purpose of establishing the College of St. Thomas. Attached to the Dominican Order, of which he was a devoted member, in his lifetime he was imbued with the main thought that his brothers the Dominican Fathers were to be the guardians for instructing the sons of the land of his adoption, not only in the new College, but all over the island.

On the 28th April, 1611, the prospectus for the foundation of the new College of St. Thomas first saw the light of day. That document laid down that the teaching of Elementary and Moral Philosophy and Theology should always remain under the direction of the Dominican Fathers. The next important step in its advancement in connection with the College was taken in 1619, when the Rev. Father Baltasar Fort was appointed the first Rector of the College. In 1623 the Institution received official approval in a Royal Decree of Philip IV., King of Spain, and on the 20th November, 1664, His Holiness Pope Innocence X. granted the College the title of a University. Thereafter the Institution enjoyed Papal grace by a Decree of Pope Clement XII., who enlarged its facilities to embrace all the arts and sciences for which chairs might be found convenient in future to establish.

On the 17th May, 1640, the King of Spain placed the University under his Royal Patronage, and on the 7th March, 1785, conferred upon it the title of "The Royal," raising it to the level of the most celebrated Universities of the Spanish Monarchy.

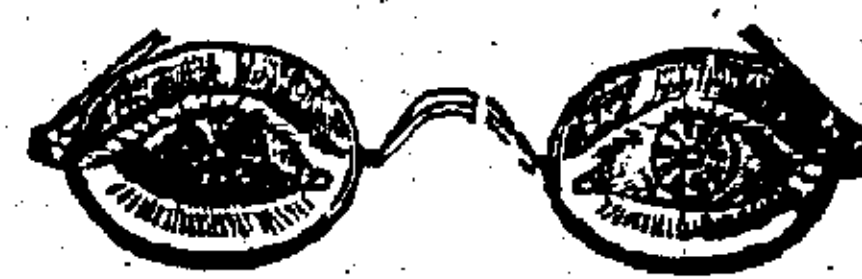
Since that remote period have the Dominical Fathers been the controllers and Directors of the University with a disinterestedness and steadfastness of purpose that have taken this seat of learning through all difficulties and trials and at times in spite of contrivances that might have damped the ardour of most men but

**W. F. STANLEY  
& CO.**

AND  
E. R. WATSON.  
SON.

**ALWAYS  
KEPT IN STOCK  
CHS. J. GAUPP  
& CO.,**

ALEXANDRA BUILDINGS.



WHY GO TO  
**N. LAZARUS**  
FOR YOUR GLASSES?

**BECAUSE** You will receive Fair Treatment.  
A Careful and Intelligent Examination.

N. LAZARUS,

OPHTHALMIC OPTICIAN, CORNEE ON  
D'AGUIAR ST., HONGKONG.

[262]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are c

**KOWLOON BOOK STALL, Ferry Wharf**  
Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road.  
Messrs. HUNG CHEONG, Haiphong Road.  
Mr AH YAU, Hongkong Stall, Ferry Wharf



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 12 noon on day of publication. After that hour the supply is limited. Only applied for Cash.

F.O. Box 33. Telephone No. 12.

Telegraphic Address: Presses Codes: A.B.C. 5th Ed. Lieber's.

## NEW ADVERTISEMENTS

THE MERCANTILE BANK OF INDIA, LIMITED.

## NOTICE.

I HAVE This Day Assumed Charge of the Branch of this Bank in Hongkong.

F. C. MACDONALD.

Hongkong, 29th April, 1911. [649]

## NOTICE.

WE Beg to Notify that Mr. H. OISHI has been transferred to our Moji Office, and Mr. Y. SHIBUYA will take Charge of the Local Office of the Company as Manager from This Date.

MITSU BISHI GOSHI-KWAISHA.

Hongkong, 29th April, 1911. [650]

## OLD ALLEYNIAN DINNER.

A N O. A. DINNER will be held at 8 P.M. on FRIDAY, May 5th, at the GRAND HOTEL.

All Old Alleynians wishing to attend are asked to communicate with the undersigned.

H. O. SPINK.

Kowloon Vicarage.

Hongkong, 29th April, 1911. [651]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, and PORT SAID.

(Taking Cargo through routes to the Persian Gulf, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports).

THE Company's Steamship "CHINA," Capt. Pavissich, will be despatched as above on FRIDAY, 26th MAY.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight, apply to PRINCE BUILDING.

Hongkong, 29th April, 1911. [3]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains:—

- Epitome of the Week's News.
- Leading Articles.
- Unbusiness in China.
- Crime in Hongkong.
- Hongkong's Need of Wireless Telegraphy.
- The Military Contribution Question.
- Motor Traffic in Hongkong.
- Random Reflections.
- Hongkong News.
- Hongkong Press Representative at the Coronation.
- Shipping Disaster.
- All Alleged Forg'd Order.
- Hongkong Sanitary Board.
- Music in a Bar-room.
- Canton News.
- Hongkong Schools Athletic Sports.
- The Rules of the Road.
- Hongkong Coronation Committee.
- The Coronation.
- Government House.
- Company Meetings:—
- The Hongkong Electric Co., Ltd.
- Union Insurance Society of Canton.
- China Trade Insurance Co., Ltd.
- A Jurer Exempted.
- Alleged Bribery.
- The Siamese Hair-Apprentice in Hongkong.
- Hongkong Legislative Council.
- The Shanghai Stock Exchange.
- Commercial.
- Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent, including postage, 34 cents each.

\$1. Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 29th April, 1911.

## WANTED

## NOTICE.

## COMPRADORE REQUIRED.

A N European Firm requires a COMPRA-DORE of good standing for its Canton Branch. Security \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPRADORE" to—

DEACON, LOOKER & DEACON,

1, Des Voeux Road, Hongkong.

Hongkong, 25th March, 1911. [502]

## WANTED.

A COMPRA-DORE of good standing for an European Firm in Hongkong. Security at least \$50,000 Cash.

Apply to—

Care of "Daily Press" Office.

Hongkong, 27th April, 1911. [645]

## PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of Twenty Dollars per Share for the year 1909, and an INTERIM DIVIDEND of Thirty Dollars per Share for the year 1910, will be Payable on WEDNESDAY, the 26th instant.

Warrants may be had on application at the Office of the Society on and after that date.

By Order of the Board.

C. MONTAGUE EDE, Secretary.

Hongkong, 27th April, 1911. [644]

## NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE, No. 4309, dated 3rd April, 1895, for Two Shares Nos. 8,771 and 17,346 in this Company, standing in the name of Mrs. ANNA JOSEFA CARNEIRO DE LECAROS (since deceased) of Macao, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

C. PEMBERTON, Secretary.

Hongkong, 25th April, 1911. [634]

## NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE, No. 3046, dated January, 1890, for Twenty-five Shares, Nos. 19,271 to 19,275 and Nos. 19,851 to 19,870, and the Certificate, No. 5,126, dated 1st February, 1899, for Twenty Shares, Nos. 5,871 to 5,875 and Nos. 9,701 to 9,715 in this Company, standing in the name of Mr. JUAN LECAROS (since deceased), of Macao, have been LOST, and if at the expiration of One Month from the date hereof the above documents be not forthcoming other Certificates will be issued by the Company and thereafter no others will be acknowledged.

C. PEMBERTON, Secretary.

Hongkong, 25th April, 1911. [635]

## NOTICES OF FIRMS

THE CHINA-BORNEO COMPANY, LTD.

## NOTICE.

DURING my Temporary Absence from the Colony Mr. HENRY WILLIAM KENNETT will act as MANAGER at Hongkong of the above-named Company.

THE CHINA-BORNEO CO., LTD.,

WILLIAM D. JUPP, Manager.

Hongkong, 25th April, 1911. [633]

## NOTICE.

NOTICE IS HEREBY GIVEN that I have Dissolved Partnership with Capt. GILLAN, of the Zetland House, in Zetland Street, Victoria, Hongkong, since the 18th date.

CHENG WA KWAN.

Hongkong, 25th April, 1911. [640]

## FOR SALE

FOR SALE OR TO LET.

"KENNIS" 75A, PEAK, SEVEN ROOMS. Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn. 15 minutes' walk from Tram, 7 minutes by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd February, 1911. [270]

## FOR SALE.

IN SHAMHEEN, British Concession, Canton, TWO VALUABLE GROUND LOTS, Middle Avenue.

For Particulars, apply to—

HERBERT DENT & Co., Canton.

Canton, 1st March, 1911. [390]

## FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-112]

## ON SALE.

HONGKONG HANBARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

PRIOR - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET (2nd St.), west of Central Market. Telephone No. 515. [565]

## INTIMATIONS

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the NATIONAL BANK OF CHINA, LIMITED, will be held at St. George's Building, Chamber Road, Victoria, Hongkong, on SATURDAY, the Twenty-fourth day of June, 1911, at 12.30 o'clock P.M., for the purpose of considering and, if thought fit, passing an Extraordinary Resolution, the following Resolutions, that is to say:—

(1) That the Company be wound-up voluntarily, and that ARTHUR RYLANDS LOWE, Chartered Accountant, of Thames Chambers, Fenchurch Street, London, E.C., and St. George's Building, Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.

(2) That the Liquidator be authorised to pay out of the funds of the Company a sum not exceeding \$100,000 as compensation to members of the Company's staff.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated Fifteenth day of March, 1911.

By Order of the Board,

J. SCOTT-HARSTON, Chairman.

504

## G. R.

IN THE MATTER OF HERBERT WILLIAM KENNY, DECEASED.

NOTICE IS HEREBY GIVEN that

authority has been granted by His Britannic Majesty's Supreme Court for China and Corea to JAMES WILLIAM JAMIESON, Esquire, C.M.G., H.B.M.'s Consul-General at Canton, to administer the estate of General at Canton, who died at Hongkong on March the 11th, 1911.

All persons having claims against the said estate are hereby required to send particulars of such claims to the undersigned on or before the 10th day of June, 1911, after which date the assets will be distributed having regard only to claims of which notice shall then have been given.

AND NOTICE is hereby given that all persons indebted to the said estate are required to make immediate payment to the undersigned.

J. W. JAMIESON, H.B.M.'s Consul-General.

H.B.M. CONSULATE-GENERAL, Canton, 26th April, 1911. [647]

SOCIETE DES PULPES ET PAPERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a Second Call of Dollars Ten (\$10) HAIPHONG CURRENCY—Dollars Ten and Cents Ten (\$10.10) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 15th May, 1911.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 15th, and SATURDAY, the 20th May, 1911.

The above-named Building for endorsement after payment has been made on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 25th May, 1911.

For the Board of Directors

T. F. HOUGH, Chairman.

Hongkong General Purposes Committee.

Hongkong, 21st April, 1911. [624]

## GRACA &amp; CO.

PEPPER ST. (Hongkong Hotel) building,

Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911. Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views.

Inspection Invited. [544]

TO LET.

NO. 11, BEACONSFIELD ARCADE, (Shop), Opposite the Post Office.

NO. 24, D'AGUILAR STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & CO., LTD.

For Particulars, Etc.

Apply to— YEE SANG FAT, Same Address.

Hongkong, 24th February, 1911. [362]

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NO. 11, BEACONSFIELD ARCADE, (Shop), Opposite the Post Office.

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For Particulars, Etc.

Apply to— YEE SANG FAT, Same Address.

Hongkong, 24th February, 1911. [362]

## TO LET

## TO LET.

NO. 4, ORMSBY VILLAS, Kowloon.

Apply to— SPANISH DOMINICAN PROCUATION.

Hongkong, 22nd April, 1911. [626]

## TO LET.

9, MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.).

10, MOUNTAIN VIEW, Furnished.

Apply— Care of "Daily Press" Office.

Hongkong, 4th April, 1911. [491]

## TO LET.

FIRST FLOOR of No. 4, DES VOUEX ROAD CENTRAL.

SECOND FLOOR of No. 8A, DES VOUEX ROAD, CENTRAL, newly completed, with Lift and Lavatories.

Apply to— DAVID SASSOON & Co., LTD.

Hongkong, 25th April, 1911. [627]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1911. [116]

## TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent.

NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 14th February, 1911. [543]

## TO LET.

GODOWNS, 95 and 96, Praya East.

Apply— CHATER & MODY.

Hongkong, 31st March, 1911. [121]

## TO LET.

NO. 9, MACDONNELL ROAD, from 1st May.

NO. 10, MACDONNELL ROAD.

"CREGGAN," 39, THE PEAK.

An OFFICE on 1st Floor, 16, Des Voeux Road, Central.

OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

MENT & AGENCY CO., LTD.

Hongkong, 8th April, 1911. [113]

## TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to— HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 7th April, 1911. [575]

## TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office.

NO. 24, D'AGUILAR STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & CO., LTD.

For Particulars, Etc.

Apply to— YEE SANG FAT, Same Address.

Hongkong, 24th February, 1911. [362]

## TO LET.

GODOWN, No. 5A, DUBDELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1911. [114]

## TO LET.

NO. 11, BEACONSFIELD ARCADE, (Shop), Opposite the Post Office.

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Hongkong, 24th February, 1911. [362]

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Hongkong, 24th February, 1911. [362]

## DENTISTRY

DR. M. H. CHAUN.

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A.

Telephone 125.

Hongkong, 27th January, 1910. [408]

## SIEN TING&lt;/



## A City Constable

Nervous Depression,  
Lassitude, Rheumatism

From all lands, deputations come to study the method which has made the London Constable superior to all others. "The method by which I make myself equal to my work," says Constable Lawrence, "consists of taking Phosferine at intervals, as in this way I keep myself alert mentally and physically." Since taking Phosferine, Constable Lawrence can remain on "point" duty in all weathers, controlling the amazing volume of City traffic, without experiencing the terrible nerve strain and weariness which formerly distressed him. Even amongst men who excel, Constable Lawrence is known as an exceedingly capable officer, equal to any emergency, and he declares that Phosferine alone enables him to maintain himself in this fine condition.

## Quite removed.

Constable Lawrence, 398, High Road, Tottenham, writes:—"Possibly there is not an occupation more nerve trying than that of a 'point-duty' policeman, especially when the roads are slippery and the drivers have a difficulty in holding up their horses. Add to this, the skidding of motor omnibuses and the dodging of taxi-cabs, &c., it will be seen that my duty is not a pleasant one. I am sure that no one would care to change places with me for more than a few minutes, for it would at once be felt that the dangers are too numerous to cope with. Policemen look big, strong men, but are just as likely to get run down in health as other men, and this is what happened to me some time ago, when I suffered from headaches, nerve depression, lassitude and rheumatic pains. After trying many remedies, I was recommended Phosferine, and can say that it is a wonderful renewer of health, and seems to put fresh life into one from the first dose. I am now quite myself again, and very thankful that Phosferine was brought to my notice."—March 5, 1910.

## PHOSFERINE

THE GREATEST OF ALL TONICS

A PROVEN REMEDY FOR  
Nervous Debility, Indigestion, Sleeplessness, Backache, Rheumatism, Headache, Hysteria, Neuritis, Maternity Weakness, Premature Decay, Mental Exhaustion, Lassitude, Nervitis, Faintness, Brain-Fag, and all disorders consequent upon a reduced state of the nervous system.

## The Remedy of Kings

Phosferine has been supplied by Royal Commands to the Royal Family, H.M. the Empress of Russia, H.M. the King of Spain, H.M. the King of Greece, and the Principal Royalty and Aristocracy throughout the World. Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England. Price in Great Britain, bottles 1/6, 2/6 and 4/6. Sold by all Chemists, Grocers, &c. The 2/6 size contains nearly four times the 1/6 size.

## THE SWAN FOUNTAIN PEN

NEEDS NO COAXING.

Many other Pens do, but with the "Swan" it is simply a case of reversing the cap to write—that's all! It does not leak, splutter or scratch, and the ink is supplied both above and below the pen point—the natural way—and so the flow is constant. There are no complicated "works" to understand, and no trouble in filling.

Sold by all High-Class Stationers, Jewellers and Importers.

Illustrated Catalogue, Post Free on application to  
**MABIE, TODD & CO.,**  
MANUFACTURERS,  
79 and 80, HIGH HOLBORN, LONDON, W.C., ENG.,  
and at  
Manchester, Paris, Brussels, New York,  
Etc., Etc.

## BOVRIL

Tickles  
the  
Palate

## SCIENTIFIC MISCELLANY.

## A SUCCESSFUL LAND-PROTECTOR.

A flexible armour of concrete bricks strung on wire is a novel method for a sand deposit, and is a French solution of the problem of preventing the washing away of river and lake shores, and even the shifting of dunes exposed to the ocean. The bricks, weighing ten pounds each, are pierced with two holes each for the passage of galvanized iron or copper wires. The slope being properly graded, a horizontal wire cable is stretched along its bottom, wires are attached to this, and the bricks are slipped upon the wires so as to lie close together in regular rows. The bricks can be made and laid rapidly, the gravelly sand of the locality being used with the cement. A number of applications of this method of land protection have been made in France, and have successfully resisted water, frost and ocean gales for two or three years. The sheeting of the Soudan dune, soon to be extended 3,500 feet, is now 900 feet long and 20 feet high. The first part was completed early in 1909, and has withstood some bad storms.

## THE EYE SKEATH OF BIRDS.

The "parabol" with which the eyes of such birds as owls, eagles, and crows are protected has been the subject of recent experiments by French naturalists. This is a black, opaque membrane attached to the retina near the optic nerve, and while it does into a thin line that does not interfere with vision, it opens so as to completely cover the retina and protect it from strong light. The eagle that boldly faces the sun sees nothing, for his curious eye parabol is spread.

## EARTHQUAKE FORESTRY.

To prevent earthquakes seems to be the most surprising of the many reasons for restoring forests. It is suggested that in such localities as Messina and southern Italy cutting away the forests has loosened the soil, and this may have given rise to faults and added to the earthquake disturbances or their effects. If this theory is correct, of course, replanting the trees should again bind the loose material with roots, giving the surface its old-time greater stability.

## THE IRON THAT GROWS.

Since the growth of cast-iron under repeated heatings first attracted attention some years ago, various explanations have been offered. Superheated steam causes high-pressure steam valves to become enlarged, and in the great Baltimore fire-cast-iron beams were so changed by the intense heat as to distort and ruin masonry buildings, while the buildings in which cast-steel had been used were not affected. Repeated heatings cause cast-iron bars to become porous and cracked. Prof. H. Carpenter, a British metallurgist, explains that the growth has now been definitely ascribed to the chemical reaction that takes place between the flame gases and the constituents of the iron, especially to the change of silicon to silica, and also to the reaction between the flame gases and the gases originally dissolved in the iron. To obtain iron that will not grow it has been necessary to give care to its composition. The silicon must be removed as nearly as possible, and all carbon contained must be in chemical combination with the iron, none being present in the free state.

## EARTH TREMORS FROM CHANGING

## AIR PRESSURE.

Changes of pressure over the great areas of high and low barometer that persist for long periods: over much of the earth's surface are regarded by Dr. Otto Klotz as a cause of earth vibrations, or microseisms. The creation or alteration of these areas shifts a vast load, and may set up vibrations in blocks of the earth's crust covering tens of thousands of square miles. Differences of temperature or the transient differences due to the passage of storm or fair weather areas would have little influence. The nature of the vibrations produced is possibly dependent on or modified by marked geological configuration, and when once set up the vibrations may continue long after the cause has disappeared.

## ENGINE ECONOMY.

Though aeroplane engines represent a gain in lightness, they show a loss in fuel economy. Such is the result of tests carried out at the National Physical Laboratory in England, where it has been learned that the Gnome engine, so famous for lightness per horse-power, uses 0.99 pound of fuel per brake horse-power hour, while a good automobile engine runs on 0.54 pound.

## BAKING BY STEAM WITHOUT PRESSURE.

As water is heated above 212 deg. F., the pressure rises very rapidly with the increasing temperature of the steam, but the new method of superheating without the water may give steam a temperature higher than that of red-hot iron with a pressure perhaps not exceeding a pound per square inch. This method has been applied to heating bakers' ovens. Superheated steam has been used in the old way for baking, but the temperature of 700 deg. or 800 deg. or more develops a pressure that may reach 2,000 pounds per square inch, and as the steam-pipes passing around the oven become rusted and worn there is much risk from bursting pipes. By the new plan, the steam is first generated in a small boiler. It is then passed through a number of pipes in a furnace, and is there superheated to 1,000 deg. before entering the pipes of the oven. In the process of baking only a part of the heat is given off, the steam being left sufficiently hot for boiling and other purposes before it condenses again to water. Steam superheated in this way, being safe and economical, is recommended for a variety of uses.

## ELECTROCUTION.

Considering the curious fact that an electric shock of 100 volts is sometimes fatal while currents of 1,000 volts do not always kill, a British Medical Association paper points out that the effects depend upon many factors. The volume, or ampere, of the current as well as its tension may count. The character of the

current—whether it is direct or alternating—may play some part, and the duration of the shock and the point of application may signify much. Then, too, the resistance of the skin is not always the same. One individual may differ greatly from another in susceptibility, and even the condition of the mind is found to have an influence, as a person prepared to receive a shock is less liable to be affected than one receiving it unexpectedly.

## VARYING INFLUENCE OF LIGHT.

The action of light on plants has been shown by Combes, a French botanist, to vary with its intensity, as well as with the age and character of the plant. A strong light favours the development of large stores of reserve material, as in the beet, and a weaker light tends instead to promote the growth of vegetative organs.

## PURCHASE OF A REPUBLIC.

## PRICE OF GUATEMALA.

According to the *New York American* a group of immensely wealthy Montana capitalists, headed by former Senator, Mr. William A. Clark, the "Copper King," and a former governor, Mr. A. E. Spriggs, are about to make a curious experiment in national expansion by practically purchasing the Central American Republic of Guatemala.

Mr. Clark and Mr. Spriggs, who are convinced that the financially harassed Republic possesses boundless stores of mineral wealth, have organized a company with a capital of \$3,000,000, which will eventually be increased to \$10,000,000, for the exploitation of Guatemala. From President Cabrera, the company have secured a charter giving them unlimited control over 30,000,000 acres of public lands—more than three-quarters of the total territory of Guatemala. The "deal" is the largest in the annals of American enterprise.

In return for 10 per cent. of the net profits the company are to have the exclusive right to prospect and develop mines—build railways, exploit the water supply, construct telegraphs and telephones, and direct the public services in a country only a little smaller than England. Only one formality remains to be arranged before the syndicate of American millionaires start their unprecedented enterprise. That is the ratification of the charter by the Guatemala Legislature. The Legislature is now sitting and within the next few weeks the charter will be presented for its approval. That it will sanction the "deal" the American syndicate entertains not the slightest doubt, notwithstanding the furious opposition of German capitalists who have been developing rubber, coffee, and other industries in the Republic.

Among American financiers the charter is regarded as perhaps the greatest coup ever effected by a single group of capitalists. "It is the first time in the history of America," one of them boasts, "that a country has been bought outright. Guatemala has been purchased just as a housewife would buy a reel of cotton." The *American* states that the acquisition of the Central American Republic by the Clark syndicate has the support of the Taft Administration, which is convinced that it will confer great strategic advantages on the United States. Guatemala lies south of Mexico, with Honduras on the east and the Pacific on the west. Its area is 43,290 square miles. Guatemala has existed as a separate State since 1847. The population numbers nearly two millions, half pure Indians, and practically all the others half-castes

SEVEN  
HAIR FACTS

## ONE

Dandruff is a contagious disease caused by a microbe.

## TWO

Dandruff is a forerunner of itching scalp, falling hair and baldness.

## THREE

Chronic baldness is incurable.

## FOUR

The cause of dandruff cannot be washed out of the scalp with soap and water.

## FIVE

The only way to cure dandruff and falling hair is to kill the germ that causes it.

## SIX

Each day that dandruff is neglected adds to the permanent injury of the scalp, for dandruff does not cease voluntarily while the hair lasts.

## SEVEN

The only safe and satisfactory remedy that will kill the dandruff germ and keep it out of the scalp is NEWBRO'S HERPICIDE.

Kill the dandruff germ with Newbro's Herpicide and the hair is bound to grow as nature intended. Almost marvellous results sometimes follow the continued use of Herpicide.

AT DRUG STORES.—Send 10 Cents in Stamps to The HERPICIDE Co., Dept. N., Detroit, Mich., for a Sample.

BE SURE YOU GET HERPICIDE.

A. S. WATSON & CO.,  
107-M SPECIAL AGENTS.

**ELLIMAN'S EMBROCATION**

FOR USE ON ANIMALS.

For Sore Shins, Sore Throats, Sore Eyes, Sore Feet, Sore Noses, Sore Ears, Sore Mouths, Sore Gums, Sore Lips, Sore Tongues, Sore Throats, Sore Eyes, Sore Feet, Sore Noses, Sore Ears, Sore Mouths, Sore Gums, Sore Lips, Sore Tongues.

FOR HUMAN USE.

For Rheumatism, For Gout, For Neuralgia, For Sciatica, For Migraine, For Headache, For Toothache, For Stomachache, For Backache, For Neckache, For Shoulderache, For Hipache, For Legache, For Armache, For Handache, For Footache, For Earache, For Throatache, For Noseache, For Mouthache, For Gumache, For Lipache, For Tongueache.

ELLIMAN, SONS & CO., SLOUGH, ENGLAND.

TO BE SURE—the Teeth are so important that it would be a pity to neglect them—especially when you can clean them so well and so easily with

Calvert's  
Tooth Powder

Your local dealer stocks and sells it.  
Makers: F. C. Calvert & Co., Manchester, England.

LIFE WITHOUT HEALTH IS LIVING DEATH.  
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, loss of vitality, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay, or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, beating down sensations, wasting diseases, consumption, night sweats, maddly, high-coloured urine, &c., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of by far the greater portion of the misery, ill-health, and dependency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valenced. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, whatsoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, gonorrhea or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for profit, but do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS.

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar. COMPAGNIE DE VIN SAINT-RAPHAEL, Valence (Drôme-France).

1521 AGENTS—CALDECK, MACGREGOR & Co., HONGKONG.



## WHAT BEING "RUN-DOWN" MEANS.

## A ROYAL PHYSICIAN'S STATEMENT.

In spite of all the ordinary precautions people take to safeguard their health and the care they habitually use in selecting their proper food, the time comes, sooner or later, when they feel more or less "run-down," and below par.

Without enquiring the reason, people instinctively know that they need a tonic. The difficulty is to determine what tonic to use, for, as everyone is aware, most tonics, though they stimulate for the moment, have a depressing after-effect.

There is no such drawback with Sanatogen, which doctors universally call "the Tonic-Food with Lasting Effects," because the gratifying sensation of health and well-being it imparts continues long after it has ceased to be taken.

It is universally admitted that nothing so admirably fills the needs of those who require a tonic as Sanatogen. The reason is that it not only improves the nutrition of the physical side of the body, but it also exercises a beneficial sway over the brain and nervous system, and has a profound influence in improving the quantity and quality of the red blood corpuscles, which are such potent factors in maintaining the health at its highest point.

In this connection Professor Tobold, who was Physician-in-Ordinary to the late Emperor Frederick, writes: "Sanatogen has proved itself to be an admirable dietetic preparation in patients of mine whose nutrition was much below par."

Sanatogen may be obtained of all chemists.

[105-341]

## EUGEN SANDOW says—

## "PLASMON"

is the essential food I have so long wished for, and I would never be without it.

Plasmon Cocoa, Plasmon Oats, Plasmon Biscuits.

Plasmon, Ltd., London, Eng.

## MARTIN'S

## APIOL-STEEL

## PILLS

## MARTIN'S

## APIOL-STEEL

## PILLS

## To the Dyspeptic

and those suffering from diseases of the stomach and intestines.

A physician, surgeon and pharmacist of the highest standing in Europe, Dr. S. de C. de C. has introduced to the public the best and safest treatment for the cure of diseases of the stomach and intestines. This remedy has been named

## STOMALIX

which is a safe and absolutely harmless digestive tonic, relieving pain, aiding digestion, stimulating appetite, and toning the entire system.

Its gradual and benign effects, restoring the digestive functions to their normal power and health, with ability to do their work unaided.

To the Medical Profession. Physicians who have kindly reported to Dr. S. de C. the results, in Europe, of this remedy where prescribed, state that in cases of chronic gastritis, neuritis and dyspepsia (combined with chlorosis), anaemia, chronic gastro-enteritis, gastritis, stomachic, gastro-intestinal, ulcer in the stomach, dyspepsia, dyspepsia, hyperchloridia, dilatation of the stomach, and in gastro-intestinal diseases in children, etc., by using no other medicine than Stomalix, they have been gratified at the rapid results, and the speedy recovery of the patients.

For sale by all Dispensaries.

Distributing Agents: FRANCIS NEWBERRY & SONS, Ltd., London, Eng.

Agents: A. S. Watson & Co., Ltd., Hongkong.

## The Unvalued Killer

Fatal to insect life—harmless to everything else. Sold in tins and bottles only, but be sure you get—

## KEATING'S

## POWDER

As supplied to the House of Lords and House of Commons.

## THORNE'S

## OLD VAT

SCOTCH WHISKY.

HONGKONG CHINA & MANILLA.

A. S. WATSON & CO., LTD.

SOLE AGENTS FOR HONGKONG CHINA & MANILLA.

A. S. WATSON & CO., LTD.

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## FASHIONS AND FANCIES.

## OLD SKIRTS FOR NEW.

In the eighteenth century a great sensation was caused in Paris by the introduction of a startling new mode. Fashionable women appeared in pale-skirted dresses, drawn back from trousers. There was a tremendous outcry. If anyone wants to know what that outcry sounded like, they need only listen to the present one about the "fish-tail skirt." The trouble with most of these attempts at a divided skirt is that they are so half-hearted. They pretend that women are to keep up the skirts on pedestals; and they reveal meanwhile the awful fact that they have no legs. It is with the pretentious attempt at concealment that most of the ugliness and all the immorality come in. Turkish women wear full trousers and a coat, and look extremely well. There is a photograph of the Empress Eugenie in Circassian costume which shows that full brooches can be very becoming. Two years ago an American lady introduced a form of divided skirt rather like what is worn by women who ride astride, only with trousers coming to the ankles instead of to the knees. The plan is falling out. All these have much to recommend them in utility and grace and beauty. The awful bays, split at the ankle, or the knee, which Paris is trying to popularise at present, have not a single good point. They are inconvenient, meaningless, like nothing else on earth, clumsy, have all the immorality of half-heartedness, and, to crown all, are hopelessly ugly.

## WHERE ENGLAND LEADS.

Some attention has recently been drawn to ways in which London may claim to be a centre of fashion. In one particular which was omitted from the list England has always been pre-eminent. English tailors, both for men and women, are the best in the world; and serge and tweed were introduced by London from Scotland. Queen Alexandra did much to popularise serge in England, and was among the first to adopt serge as a dress material. She wore it at Cowes, and that set the seal on it. England is also displaying quite an individual taste in the use and combination of colour, a department in which she was early, behindhand until a few years ago. Although she cannot claim to lead here, as yet, she is on her way to do so.

## FISH-TAIL FOR THE FASH.

The fish-tail train has caught on among those who think that to be well-dressed they must be startling. The cardinal defect of these trains is that they entirely fail to carry out the idea which gave them birth. To give the notion of fish-tail, the front of the skirt should sweep in towards the feet, and the back, while narrowing down towards the train, should certainly be in one piece with it. The present adaptation of the fish-tail train, however, consists of a narrow skirt, short, to which is added, with a suggestion of being pulled on, a single breadth of narrow material. This descends from the waist, detaches itself at the level of the knees, lies on the ground for a few inches, tapers, and stops. It is all sudden and incomprehensible. Nothing softens its outlines, nothing leads up to it, its colour is arranged to accentuate it. A royal-blue satin dress, with a heavy gold edge, has a fish-tail of cold tissue, lined with rose pink. It is worn by a lady of extensive charms, and the effect is thereby underlined. The short skirt, too, is very incongruous with a train. A train is an extension of the skirt, and no one would think of extending a skirt at the back which was long in front, unless she wanted to go to a fancy-dress dance as a turkey.

## THE STOP-SHORT COAT.

Like the equator, the fashionable jacket of the tailor suit draws a straight line round the figure half-way between head and heels, thus sensibly diminishing every one's apparent height. The curious thing is that these little basque-like, straight jackets are planned on the lines of a long coat. They have wide sleeves, and wrap over amply in some cases; proceeds as for a long coat until a few inches below the waist, where suddenly the sharp line of the edge appears. It is not outlined in any way by braid or other trimming; but its very sharpness and slenderness are thus enhanced. No doubt we shall proceed to edge the coat with wide braid. If this happens, those who value their height will do well to have a line of braid down the side seams of the skirt, to carry down the eye, and emphasise the length of the body. Downward lines of braid should in any case, even with the maccartney coat-edge, go down the sleeves, to counteract the effect of shortening; but the skirt should not be edged with braid, in a continuous line; it should be broken up into groups or motifs.

## CAROLEAN COIFFURES.

The revived Early Victorian ways of dressing the hair seem likely to be followed by still earlier modes. Already several experts in Paris have launched among their clients this delightful fashion, with the hair drawn rather smoothly to the back of the head, but breaking into a foam of tiny ringlets (not puffs, but real little curls) backwards from the ears—a foam which becomes surfer at the back. Ribbons can be threaded through them, flowers may dangle from them or jewels may shine among them. The correct mode is a couple of rosettes of baby ribbon, with one or two strands connecting them, and placed one at either side, but not quite balancing each other.

## VANDYCK ONCE MORE.

This may lead to some change in our dress. We already have the high waist, and it would not be surprising if a few square tails should appear thereabouts, to carry on the period of the hair-dressing. The fashions immortalised by Vandyck are very charming and a few pretty blondes, or vivacious brunettes can do much to bring about a revival. By the way, it is curious how frequently we regard the great portrait painters of any age as the measure-milliners of their time. A Romney gown or a Gainsborough hat, Vandyck collars (many people have a hazy idea that Vandyck first invented pointed lace collars) convey much to hundreds of people who never saw a painting by any of them in their lives, and would not cross the road to do so. Rubens comes in useful as an expert hairdresser very often; and Titian as a colourist may be classed in the sartorial calendar as old-fashioned, but sound. Among modern painters, too, there is more than one who owes as much fame to his painting of satin or chiffon as to the beauty of his sitters; and, on the other hand, there is more than one so-called beauty who owes her pleasant celebrity to a skilful brush which knew how to render her garments as well as to astonish the critics.—Y. and Z. in the Globe.

## SAVARESSE'S

## SANDAL

## CAPSULES

Efficiency because absolutely pure. English Oil. Not made of gelatine. Fun direction. All Glycerine. Invaluable for SAVARESSE'S.

## U.S. SUBMARINE SINKS A LORCHA NEAR MANILA.

The first collision on record between a submarine boat of the United States Navy and a merchant vessel occurred before daylight last Friday morning when the submarine *Shark* rammed and sank the 80-ton lorch *Opin*, owned by Urrutia & Company, off Cape Santiago, about 150 miles south of Manila.

The submarines were steaming at regular cruising speed (eight knots per hour) in single formation, when the lorch was met in tow of the launch *Amelia*. The *Rainbow*, mother ship of the flotilla, and three of the boats, the *Moccasin*, *Adler* and *Porpoise*, passed the lorch safely, but the *Shark* in some manner struck her, sustaining no damage to herself, but sinking the lorch almost immediately.

Lieutenant Commander Jackson, Captain of the *Yard* at Cavite, stated that there was no damage whatever done to the submarine, her officers and crew barely feeling the shock of the impact with the big lorch.

The lorch was loaded with rice and other provisions, and was en route from Manila to Guisayan. The lorch was not insured.

## NATIONS' METHODS OF PROPOSING

A Russian journal gives the following collection of marriage proposals typical of different nationalities:—

A Russian: Natasha, my little love, soul of my soul, I love you madly. I will love you unto death, and should troubles befall me, my love will conquer everything. Be mine, Oh, Natasha!

A Frenchman: You are divine, ideal. To day I press my suit before your parents, and you, my fair, you will become my wife.

An Englishman: I am about to start on a long voyage and I shall be very lonely. I wonder if you would care to marry me and let us make this journey together?

A German: Fraulein, you are a notable woman. You have read and understood my book. I cannot tell you how much I admire and esteem you. May I dare to offer you my hand?

An Italian: Cara mia, you are fairer than the blushing dawn. Your voice is more melodious than the soft west wind. Oh, let me kiss those dark locks of yours, and let those heavenly eyes not spurn me, for otherwise I must die. Live without you I cannot.

A Montenegrin: You are a handsome and a good girl. If you will marry me I will cut off two Turks' heads and lay them at your feet.

## "Montserrat" LIME JUICE

is derived from fresh lime fruit cultivated in the West Indian Island of MONTSERRAT. It is an ideal Summer Beverage.

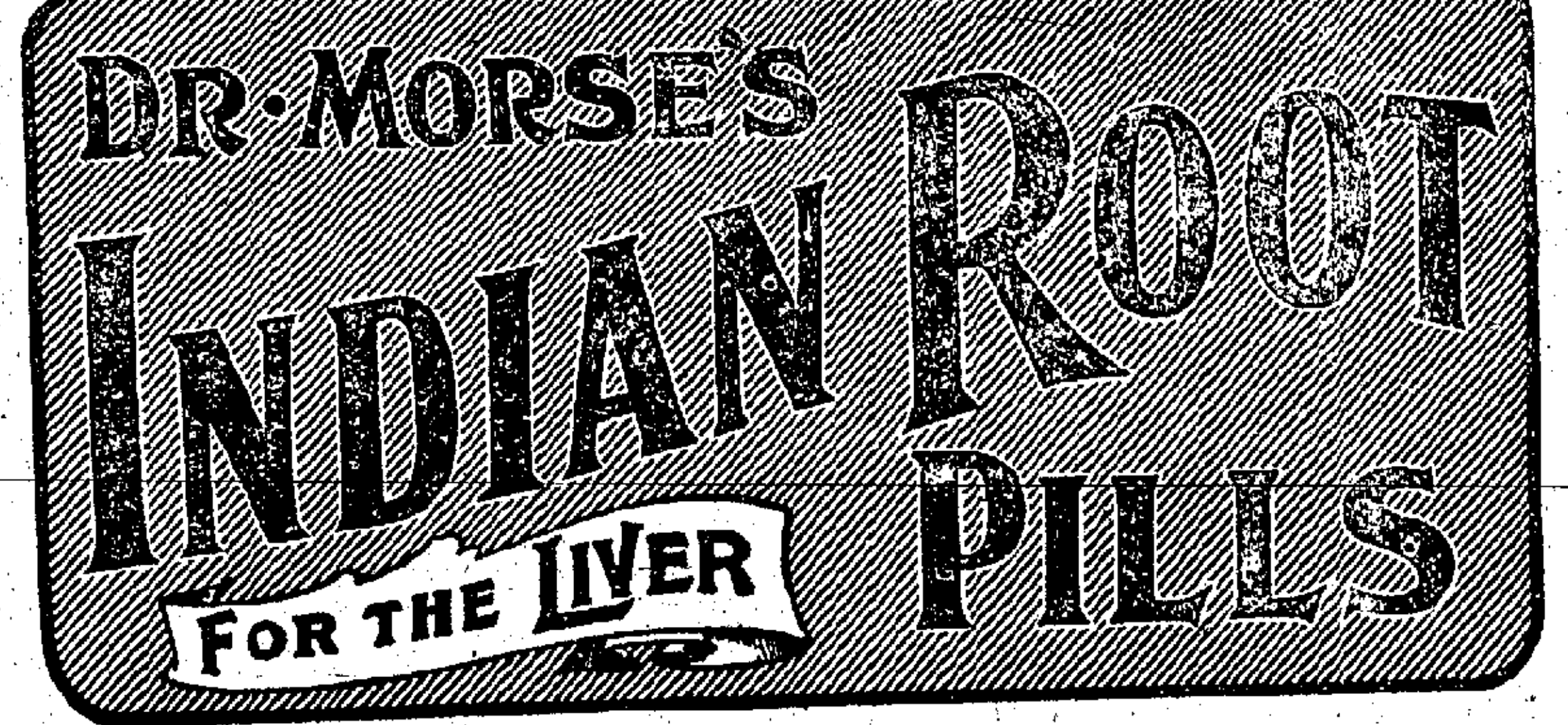
SUPPLIED IN TWO FORMS—Unsweetened, i.e., Plain Lime Juice. Sweetened, i.e., Lime Juice Cordial.



600.2

## BAD LIVERS.

Not only is the Liver the largest but one of the most important organs in the human body, and when deranged it becomes the source of endless suffering. When the Liver is clogged by the inactivity of the kidneys and bowels, it becomes torpid, and fails to filter the bile from the blood, thus producing biliousness and a general impairment of the digestive system. The tongue is coated, the head aches, digestion is imperfect; there is aching of the limbs and back, feelings of fullness, weight and soreness over the stomach and liver; the eye becomes yellow and jaundiced and the complexion muddy, the urine is scanty and highly coloured, and the bowels irregular, constipation and looseness alternating. There is little use treating the liver separately, as it can never be set right until the kidneys and bowels are made active in removing the waste from the body. It is for this very reason that Dr. Morse's Indian Root Pills have always proved so wonderfully successful in curing the most chronic Liver complaint, biliousness and complicated ailments of the kidneys, liver, and bowels. They reach the liver as no other remedy does.



They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blisters, and for Female Ailments.

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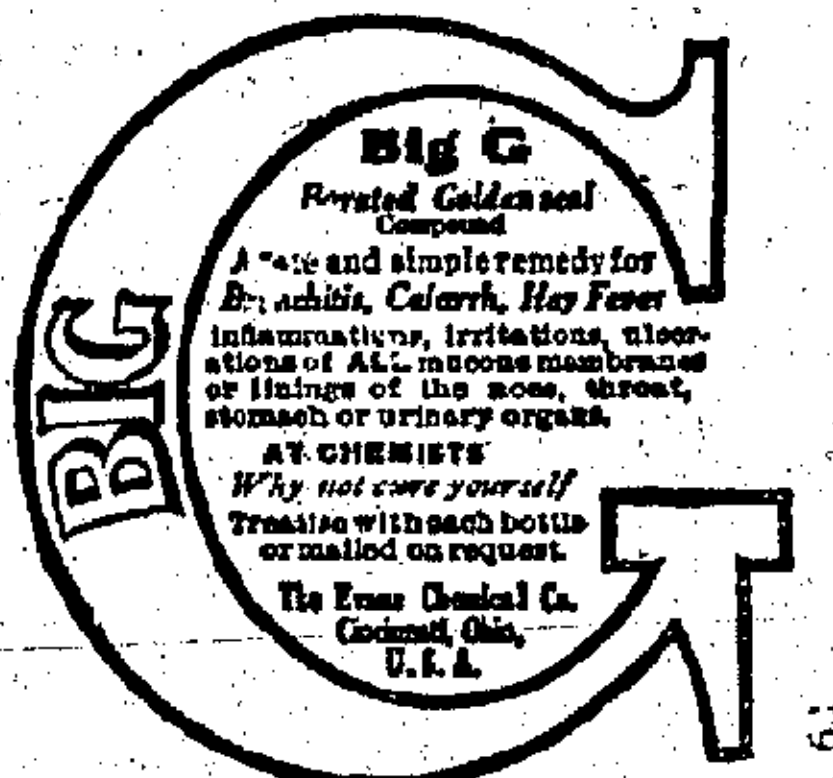
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By CHARLES J. H. HALCOMBE.  
(Author of "The Mystic Flower Land,"  
"Children of Far Cathay," etc.)

### CHAPTER XVII. INTO PORT ARTHUR.

It was a dark stormy night, and Admiral Togo's squadron was having a lively time outside Port Arthur, for a fierce south-westerly gale was blowing, and a mountainous sea was running in the Gulf of Pechili. Now and again the boom of a heavy gun was heard from Golden Hill or Linotishan Fort when the watchful Russians fancied they had got a Japanese vessel within range; and at intervals a search-light flashed its dazzling ray through the darkness—now leaping forth from the *Nikasa* or *Asahi* and climbing up the rocky heights of the enemy's shore, and now sweeping seaward and shimmering upon the hulls and turrets of monitors and battleships whose 12 in. and 6 in. guns frequently belched forth tongues of flame, mingling their echoing thunder with the tumult of the storm.

Towards ten o'clock that night a small vessel under sail approached the fleet from the south-west. It was the yacht *Far Cathay*, and Merton and the skipper were standing together upon the quarterdeck. Both men were enveloped in oilskins and were eagerly peering into the gloom ahead, for the discharge of heavy ordnance had warned them that they were nearing their destination.

Kaisha was restlessly pacing the deck amidships and looked earnestly and grimly determined. Two days previously they had learned from a passing steamer, bound from Port Arthur to Shanghai, that war had been declared and that the Russian gunboat *Viatka* was anchored in the west harbour of Port Arthur. They had also gleaned considerable information from the master of a Chinese junk bound from that port to Swatow.

A green light and a masted light right ahead! "Was now shot from forward, and immediately afterwards other lights were reported."

"That's Togo's Squadron, I expect," observed Merton to the skipper. "Haden't we better double our guns and keep away a little?"

"Keep up a little, I guess!" replied the skipper; "for, if we get to leeward of the channel in this howling tempest, I just calculate it will take a tack as long as a purser's shirt to get to windward again."

"That's right," he said turning to the second mate, "go forward and have the side lights taken in, and call all hands on deck."

Merton wished to avoid the blockading squadron, as he was on a desperate enterprise and did not want to be stopped or interfered with. Rumours were abroad that the entire Russian fleet meant to sail forth from Port Arthur and either fight or try to escape to Vladivostok, which meant courting destruction at the hands of a superior force. So there was no time to be lost if Uena was to be rescued from the dread doom which probably awaited her if she remained where she was.

The yacht was close-hauled on the starboard tack and was heading about north-east towards the coast near Jaomucha, which lay some distance to the east of the port. Fortunately the search-lights of the Japanese vessels were directed northward and westward, while those from the forts on shore were not ranged beyond the limit of the blockading squadron, so by leewarding windward, the *Far Cathay* managed to creep landward without being observed by the belligerents.

"We could not have had a better night for the rescue," said Merton, as they forged ahead through the straining shrouds.

"I guess you're right, Mr. Merton," drily replied the skipper, peering shoreward from beneath his bonnet-like sou'-wester and basking among his scraggy hair from which a salt spray dripped. "It's about as thick as bilge water and ten times more dirty; but if we tried to make the harbour now we should be sunk like a scupper-nail."

"Then what course do you suggest?" asked Merton, who looked pale and haggard and kept impatiently moving about.

"Well, Mr. Merton," responded the skipper, "I'm of opinion that we had better double reef the foresail and mainsail and dodge along nose-to-wind until the admiral's light turned the lights out and gone to rest and the Russians have done the same."

This advice was acted upon, and the yacht was practically hove-to until night had further advanced. Merton went below to complete his arrangements for the reception of Uena, should he be fortunate enough to effect her rescue. Before returning on deck he went to his berth and offered up a solemn prayer for her deliverance and for the safety of those on board who had volunteered to risk their lives in her behalf.

By half-past ten o'clock the firing and the flash of search-lights had quite ceased, for the gale had increased and was accompanied by heavy squalls and blinding sleet; so probably the opposing forces had suspended hostilities and sought shelter from the inclemency of the weather, leaving the elements to guard their interests until another day had dawned.

Shortly after eleven o'clock all hands aboard the *Far Cathay* were called on deck and the vessel was shaken out of the forest and mainsail. Then two hands were placed at the wheel, and the order was given to stand by the fore and main boom sheets; while Merton and the skipper stationed themselves near the after binnacle and carefully watched for a favourable opportunity to put the vessel before the wind and run for the harbour. They were now so close to land that the thundering of breakers could be heard distinctly.

"Shake away the after gaff and boom tackle!" cried the skipper, and turning to the helmsman, he added, "Up with the helm, my lads, and sail away west-nor'-west!"

For a moment the yacht lay over on her beam ends and quivering, with her after part half engulfed, rose up to meet a breaking wave which struck her amidships and ran forward as the bow swept round before the wind. The next billow seemed to curl above the little vessel's stern, but she plunged ahead, and, being a good sea-board, the mountains were surged under her counter and running along on either side in walls of seething foam, broke with a noise of thunder beneath her stern.

The skipper now came close to Merton and spoke to him in a grave sturdy voice.

"Look here, Mr. Merton," he said, "you know as well as I do that this is going to be a hair-raising job, and those who come through with a whole skin will be particularly well-blessed. That doesn't concern me, though we all stand the same chance under God's good providence—but should it happen that I lose the number of my mess I want you to bury me out yonder in deep water. I was born at sea, and I guess I want to be buried at sea."

Merton grasped the skipper's horny hand and pressed it warmly in both of his; for this little old seaman was very dear to him and he could not find words to discuss such a contingency as the one mentioned.

"Do not speak like that," he said with a forced smile. "You have always been so jolly good to me that I cannot spare you. I shall never be able to repay you for all your devotion to Uena and to me."

"Tut, tut, man; that's all right," said the skipper, raising his night-glasses and looking into the gloom ahead. "I promised your father that I would always stand by you, and I have done so. I could not very well let you come here alone to look after that poor young creature bless her!"

"Fortunately Captain Spiros was well acquainted with the harbour of Port Arthur and its approaches, having been a regular trader there in former years, and he knew the narrow channel better than most pilots."

The yacht had a light draft, so it had been agreed upon to run her in close to the western shore and well beneath the heavy batteries of the Tiger's Tail.

At about half-past eleven the men on the look-out reported a white light two points on the starboard bow.

"That's the lighthouse at the entrance," observed the skipper, looking into the forward binnacle. "It's just under the Wai Yuen fort. We're now running in the three-fathom line."

"Port your helm a little," he said, turning to those at the wheel.

Soon afterwards the *Far Cathay* was brought round until she headed north-north-west, so that she felt the wind and sea more as they were further ahead; but after a time it became apparent that she was under the lee of land, for the sea gradually became smoother and the wind less boisterous, until she swiftly glided through calm water.

"See, we are close inshore," whispered the skipper to Merton, pointing to leeward, where the dismal heaving of surf could be heard, and a streak of white foam could be faintly seen. "But the night was so intensely dark that it was impossible to distinguish anything beyond a wall of opaque blackness. It seemed almost miraculous how they avoided running aground."

Onward they went, not a sound being heard save the moaning of the tempest overhead and the lapping and gurgling of water against the vessel and the shore; and every man held his breath and kept anxiously into the surrounding gloom, expecting every moment to hear the batteries open-fire or to see night turned into day by the tremendous search-lights.

However, nothing happened, and the adventurous little vessel passed on into the harbour, on the east side of which the lights of several vessels could be seen.

Presently the skipper pointed out to Merton an anchor-light which was visible on the port bow.

"There's the *Viatka*, sure enough!" he exclaimed, turning to the mate and issuing an order.

The helm was now put down, and, as the vessel swung round head-to-wind, a small ledge-anchor was made fast to a strong hompen rope and quietly dropped over the bows. Then the starboard gig, which had already been unlashd from the davits, was gently lowered into the water, and Merton and Kaisha, accompanied by four picked seamen all of whom were armed, slipped down into it and at once pulled noiselessly away in the direction of the Russian gunboat, the oars being muffled and skilfully handled.

Merton steered the boat well round to the northward of the *Viatka*, which was lying with her head to the south-east, and approached her from astern, so that it was almost impossible to be seen by the main-deck sentries, as the high poop intervened. He noticed that a light was showing through the large stern window at which he had seen Monsieur Dore on the occasion of their meeting outside Yokohama, and towards this he steered.

"Pull easy, men," he whispered, as they neared the dark hull, standing up and making a careful reconnaissance through his binoculars while Kaisha took the tiller.

Fortune favoured him, for no one was visible upon the poop deck, though sounds of clinking glasses and gruff laughter came through one of the ports which was open.

"Way enough," he breathed as the gig glided beneath the shelter of the vessel's counter and the man in the bow clutched the rudder-rod and held her there.

The sounds of revelry, which evidently proceeded from the saloon, were louder than ever; so, without making noise enough to be heard, Merton managed to look a small ladder to two ring-bolts in the stern. Then climbing up until his face was on a level with the lighted window, he peeped in.

He could not see anything as the glass was damp and lazy, so he tried to open the window by gently pushing it inward, but it resisted his efforts. Then seeing a narrow aperture at the bottom of it he pressed his fingers under the frame and softly raised the window until he was able to see inside.

It was a commodious cabin lighted by a small swinging lamp and had two plush-covered settees.

He saw something dark and indistinct lying upon the floor near the bunk. With beating heart, he raised the window high enough to enable him to insert his head. It creaked rather loudly, but the noise was altogether drowned by the sounds of revelry which proceeded from the saloon that was situated just outside the state cabins.

As he raised himself and leaned forward, he saw the form of a Japanese woman; but her face was resting against the floor and her body was shaking with violent sobs.

"Uena Uena!" he whispered; "is that you?" She did not hear him though she raised her head and pressed her hands to her brow.

He again called her gently.

She looked slowly round and saw someone at the window. Clutching the side of the bunk and trembling with excitement she struggled to her feet and staggered towards the window, at the same time nervously clearing her dishevelled hair from her face.

Then she saw that Merton was there, and with a suppressed cry of joy, she sprang forward and throwing her arms about his neck pressed her face against his shoulder.

I knew you would come, dear," she panted "that you would come at last!"

"Hush, dear," he whispered raising the window to its fullest extent and grasping her firmly round the waist with his left arm. The space was sufficiently large for her to pass through.

He gently drew her out, Kaisha coming to his assistance, he was horror-stricken to find that her body was as light and fragile as that of a child and had lost all its strength.

She did not speak again but lay passively in his arms as he tenderly lifted her down and placed her in the stern of the boat, wrapping her in his large fur-lined overcoat. Then helping Kaisha to support her, he grasped the tiller and turned to his men.

"Shore off," he said in a low voice. "Pull starboard!—back port!"

The boat backed out from beneath the vessel's counter and cautiously pulled towards the *Far Cathay*.

(To be Continued.)

## FINE NEW MONUMENTS.

MEMORIALS IN ROYAL PARKS TO KING EDWARD AND QUEEN VICTORIA.

Both the King and Queen Alexandra have approved the scheme for a London Memorial to King Edward formulated by the Mansion House Committee, which recommends a statue to King Edward, the demolition of the present bridge across the lake in St. James's Park, the erection of an ornamental bridge in its place, and the creation of an imposing avenue across the middle of the park from Marlborough House to Birdcage Walk. The dominant note of the Memorial will be the commemoration of King Edward's efforts to promote peace. On a central pedestal will stand a bronze statue of King Edward in his robes as a Knight of the Garter. The statue will be about 14 ft. high, and the height of the entire Memorial will be between 40 ft. and 50 ft.

The proposed new bridge is to be an elaborately ornate structure, with paved terraces, balustrades, vases, and stone seats. The whole Memorial will cost £50,000. Mr. B. Mackenall, A.R.A., and Mr. E. Lutyens are recommended as sculptor and architect respectively.

Mr. Brock's nine years' work on the Victoria Memorial Monument is on the point of completion, and this magnificent piece of statuary will be unveiled in the Mall by the King on May 16.

The lower portion, embracing the marble fontaine and basins, retaining walls, sculptured reliefs in bronze and marble, granite paving, steps and platform, as well as the bronze electric lamps, was exposed to view on the anniversary of Queen Victoria's birthday in 1909. There is now visible a 12 ft. bronze gilded figure of Victory, her head 80 ft. above the roadway of the Mall. She faces down the Mall, and at her feet are the attendant and supplementary figures of "Courage," "Constancy." The marble statue of the Queen, encircled with orb and sceptre, and facing eastward, is 18 ft. high.

At the opposite side, looking towards the Palace, is the group of "Motherhood." Eight and left, facing north and south, are the groups of "Justice" and "Truth." All these, like the Queen's statue, are in marble. There are still lacking, however, the colossal figures which are to symbolise "Peace," "Progress," "Manufactures," "Agriculture," "Bravery," and "Intelligence."

The other parts of the Victoria Memorial, the new Mall, stone terrace and balustrade, ornamental fountains, and the new wall and gates, were finished long ago.

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After nine months in the hospital I was discharged, the doctors advising me to apply for my pension as I would never be fit to work again. "Upon receiving my discharge from the Army I came to Soerabaya and consulted several local physicians, but after finding that their medicines made me no better they pronounced me incurable. For two months after that I went about on crutches, never dreaming that the time would come when once more I would be able to walk and work."

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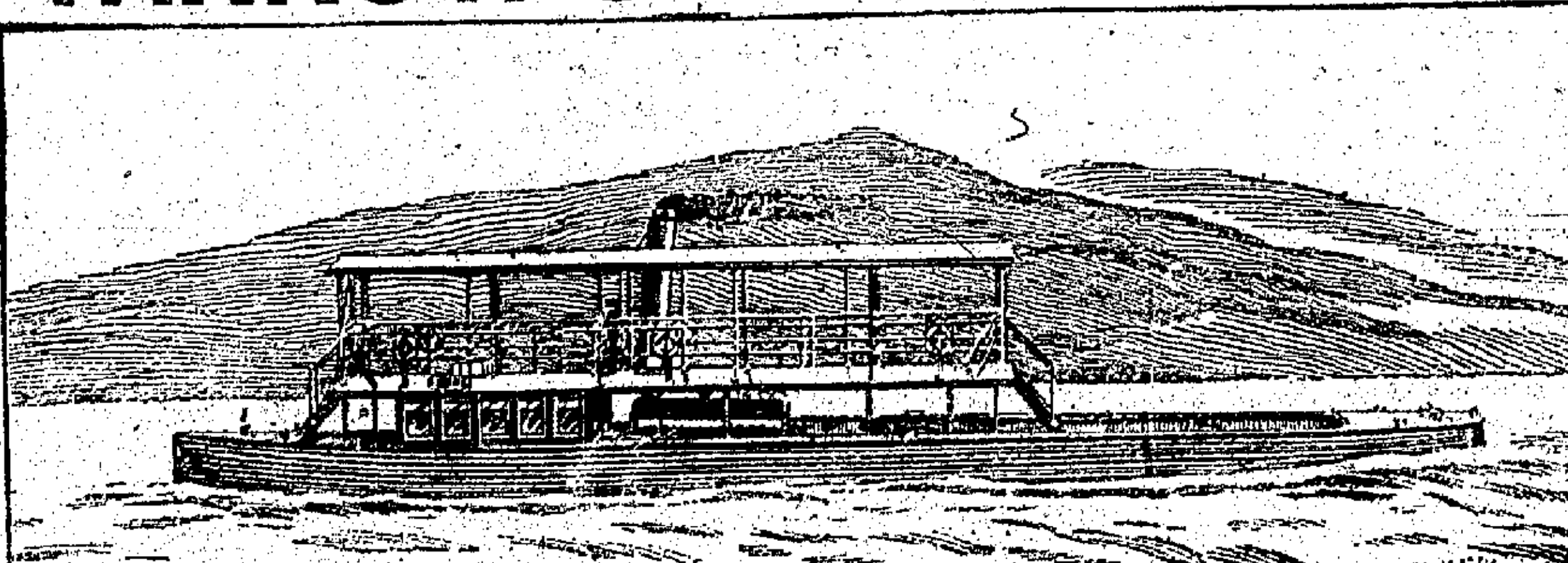
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**BENAMOU**, British str., 1,955, Wm. Hastie, 24th April—London and Singapore 21st April, General.

**CHANGHAI**, British str., 1,235, E. Philpott, 28th April—Sydney 4th April, General—Butterfield & Swire.  
**HAIBUN**, British str., 641, J. W. Evans, 29th April—Swatow 27th April, General—Douglas, Lapin & Co.  
**JOHANNES**, German str., 952, M. Jpland, 28th April—Singapore 18th and Haiphong 27th April, General—Jensen & Co.  
**KAGOSHIMA MARU**, Japanese str., 2,571, Minagawa, 24th April—Moji 22nd April, Coal—Ataka & Co.  
**KANING**, British str., 1,145, Lavers, 28th April—Tientsin 19th April, General—Butterfield & Swire.  
**PETROHAWK**, German str., 1,373, C. Gasmich, 29th April—Bangkok 21st April, Rice, Meat and Lard—Butterfield & Swire.  
**SHINTSU MARU**, Japanese str., 2,980, K. Nagata, 28th April—Moji 22nd April, Coal—Ataka & Co.  
**SHIMU MARU**, Japanese str., 1,805, K. Saka, 28th April—Amoy via Swatow 27th April, General—Osaka Shosen Kaisha.  
**TEAN**, British str., 1,546, A. W. Outerbridge, 28th April—Amoy 25th April, General—Butterfield & Swire.  
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## CLEARANCES

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 28th April.  
**Assaye**, British str., for Europe, &c.  
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**CHANGHAI**, German str., for Haiphong.  
**CHANGHAI**, British str., for Singapore.  
**CHANGHAI**, Swedish str., for Haiphong.  
**CHANGHAI**, British str., for Manila.

## DEPARTURES

28th April.  
**DEVANONORE**, German str., for Singapore.  
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## SHIPPING REPORTS.

The German str. *Petehow* reports: Fine weather throughout with southerly and South Easterly winds.  
 The British str. *Benamou* reports: Light N.W. wind, all about 20 degrees N. to Hongkong, fresh N.E. from 20 degrees N. to Hongkong.  
 The British str. *Changhai* reports: Weather throughout voyage has been generally good; typhoon passed over Manila last Sunday, the 25th April.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
 The P. M. S.S. Co. str. *Pavia* sailed from San Francisco on the 12th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 10th prox.  
 The P. M. S.S. Co. str. *Korea* sailed from San Francisco on the 18th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th prox.  
 The T.K.K. str. *Tengo Maru*, with the U.S. mails, left Yokohama on the 24th instant for Hongkong via usual ports of call.  
**THE AUSTRALIAN MAIL.**  
 The I.G.M. str. *Prinz Sigismund* left Sydney on the 8th inst., at 11 a.m., and may be expected here to-morrow.  
 The E. & A. str. *St. Athans* left Sydney on the 12th instant, for this port (via Queensland Port, Port Darwin and Manila) and is due here on or about the 5th prox.  
 The N.Y.K. str. *Yamato Maru* (Australian Line) left Sydney for this port on the 19th inst., and is expected here on the 6th prox.  
**THE CANADIAN MAIL.**  
 The C.P.R. Co. str. *Empress of Japan* left Vancouver, B.C., on the 20th instant a.m. for Hongkong (via usual ports of call).  
**THE GERMAN MAIL.**  
 The I.G.M. str. *Belgaria* carrying the German Mails with dates from Berlin of the 5th inst., left Colombo on the 23rd inst. a.m., and may be expected here on or about the 4th prox. a.m.  
**THE INDIAN MAIL.**  
 The Indo-China str. *Katana* from Calcutta and the Straits left Singapore for this port on the 14th inst.  
 The Indo-China str. *Lauring* left Calcutta for the Straits and Hongkong on 20th inst., and is due here about the 6th prox.  
**MERCHANT STEAMERS.**  
 The H.A. Line str. *Belgaria* left Hankow on the 27th instant a.m., and may be expected here on or about the 3rd prox. a.m.  
 The Merganser str. *Padua* left United Kingdom on the 12th ultimo for Hongkong via Straits.  
 The "Mogul" Line str. *Loral* left United Kingdom on the 10th instant for Hongkong, via the Straits.  
 The N.Y.K. str. *Hakata Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 21st inst., and is expected here on the 5th prox.  
 The Old World & Co.'s str. *Canton* left Port Said on the 19th instant, and is expected here on the 16th prox.

## VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

## THE Steamship

"LIGHTNING."  
 Captain E. P. Smith, will be despatched for the above Ports on WEDNESDAY, the 3rd May, at 1 p.m.

For Freight or Passage, apply to  
**DAVID SASSON & Co., Ltd.,**  
 Agents.  
 Hongkong, 28th April, 1911. [643]

## "SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

"FLINTSHIRE."  
 Captain G. C. Cundy, will be despatched as above about 12th May.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co. Ltd.,**  
 Agents.  
 Hongkong, 24th April, 1911. [629]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and these vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the masts.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to (White Star). 3. From White Star to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PAIMA	Brit. str.	—	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co.	On 3rd May, at 10 a.m.
LONDON, ROTTERDAM & ANTWERP.	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 12th May.
ROTTERDAM & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	—	G. W. Watkins, R.N.R.	P. & O. S. N. Co.	On 4th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOARVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 26th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	On 2nd June.
COPENHAGEN & BALTIC PORTS	ABOARDIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINE	About 3rd May.
COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—	H. Kruse	MELCHERS & Co.	About beginning of June.
HAYRE, BREMEN & HAMBURG, &c.	PERKING	Swed. str.	—	Rassau	OLDF WISE CO., LTD.	On 10th May.
HAYRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINE	On 10th May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AFRI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 10th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 10th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KATERN	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINE	On 30th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGI MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 7th June, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Ger. str.	—	Paveseich	SANDER, WIEBER & Co.	On 3rd May, at Noon.
TRIESTE, &c., via SINGAPORE, &c.	PHINZ LUDWIG	Brit. str.	—	F. v. Binzer	MELCHERS & Co.	About 4th May.
NEW YORK	MONTEAGLE	Brit. str.	—	Thomas	DODWELL & Co., Ltd.	About 18th May.
BOSTON & NEW YORK	AFGHAN PRINCE	Am. str.	—	—	—	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MUNCASTER CASTLE	Brit. str.	1 m.	E. Beetham	—	About 11th May.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	W. Davidson	CANADIAN PACIFIC RAILWAY CO.	To-day, at 6 p.m.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	KANADA MARU	Jap. str.	—	Iritawa	OSAKA SHOSHEN KAISHA	On 28th June, at Noon
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	YAWA MARU	Jap. str.	—	S. Tomimaga	NIPPON YUSEN KAISHA	On 2nd May, at D'light
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	YAWA MARU	Jap. str.	—	F. S. Cowley	NIPPON YUSEN KAISHA	On 23rd May, at 4 p.m.
VANCOUVER, B.C., & SEATTLE VIA SHANGHAI, &c.	EVERETT	Brit. str.	—	—	—	On 20th June, at 4 p.m.
VANCOUVER (DIRECT)	SUEVIC	Brit. str.	—	—	—	On 4th May.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	A. G. Stevens	CANADIAN PACIFIC RAILWAY CO.	On 4th May.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	AMERICA MARU	Jap. str.	—	—	—	To-day, at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERIA	Brit. str.	—	—	—	On 5th May, at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KATANGA	Brit. str.	—	—	—	On 19th May, at 1 p.m.
BEIRA, DELAGOA BAY, DURBAN, &c.	RYGJA	Nor. str.	—	—	—	On 12th May.
PORTLAND VIA JAPAN	CHANGHAI	Brit. str.	1 m.	E. Finlayson	PORTLAND & ASIATIC S.S. Co.	On 8th May.
AUSTRALIAN PORTS VIA MANILA	KUMAM MARU	Jap. str.	—	M. Vinckler	BUTTERFIELD & SWIRE	On 2nd May, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHINZ SIGISMUND	Ger. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 12th May, at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	J. N. gao	NIPPON YUSEN KAISHA	On 20th May, at D'light
KOBE & YOKOHAMA	FRINZ SIGISMUND	Ger. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 9th June, at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	J. N. gao	NIPPON YUSEN KAISHA	About 2nd May.
JAPAN, HONOLULU, MANZANILLO, &c.	HONGKONG MARU	Dut. str.	—	H. Hinokuma	TOYO KISEN KAISHA	On 10th May, at Noon.
TIENSIN	TIJANAN	Brit. str.	—	J. B. V. Damme Jelins	TOYO KISEN KAISHA	On 17th June, at 1 p.m.
TIENSIN	KUEICHOV	Brit. str.	1 m.	Foreyith	JAVA-CHINA JAPAN LINE	Quick despatch
SHANGHAI	CHONGSHING	Brit. str.	—	V. McElvonn-Liddell	JARDINE, MATHESON & Co., Ltd.	On 5th May, at 4 p.m.
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	JARDINE, MATHESON & Co., Ltd.	On 9th May, at Noon.
SHANGHAI, MOJI KOBE & YOKOHAMA	PEHAWER	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 2nd May.
SHANGHAI, MOJI KOBE & YOKOHAMA	NILE	Brit. str.	—	E. F. Dally, R.N.R.	P. & O. S. N. Co.	On 4th May, at D'light
SHANGHAI, MOJI KOBE & YOKOHAMA	ARABIAN	Dan. str.	—	H. Formes	MELCHERS & Co.	About 4th May.
SHANGHAI, MOJI KOBE & YOKOHAMA	BULOW	Ger. str.	—	Bradley	MELCHERS & Co.	About 3rd May.
SHANGHAI, MOJI KOBE & YOKOHAMA	KUTANG	Brit. str.	—	—	—	On 5th May, at Noon.
SHANGHAI, MOJI KOBE & YOKOHAMA	FRINZ SIGISMUND	Ger. str.	k. w.	A. Mosker	HAMBURG-AMERIKA LINE	On 6th May.
SHANGHAI, MOJI KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	H. Powell	NIPPON YUSEN KAISHA	On 10th May.
SHANGHAI, MOJI KOBE & YOKOHAMA	DEVANAH	Brit. str.	—	—	—	—
SHANGHAI, MOJI KOBE & YOKOHAMA	CANTON	Swed. str.	—	—	—	—
SHANGHAI, MOJI KOBE & YOKOHAMA	SCANDIA	Ger. str.	k. w.	Knaisel	OLDF WISE CO., LTD.	About 11th May.
SHANGHAI, MOJI KOBE & YOKOHAMA	TUJILWONG	Dut. str.	—	Van D. Jalink	HAMBURG-AMERIKA LINE	On 18th May.
SHANGHAI, MOJI KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	—	—	—
SHANGHAI, MOJI KOBE & YOKOHAMA	DAIJIN MARU	Jap. str.	—	—	—	—
SHANGHAI, MOJI KOBE & YOKOHAMA	NANCHANG	Brit. str.	1 m.	H. Robertson	OSAKA SHOSHEN KAISHA	On 3rd May, at 10 a.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	HAIBUN	Brit. str.	2 h.	J. W. Evans	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	YAWANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 1st May, at Noon.
SHANGHAI, MOJI KOBE & YOKOHAMA	HAITAI	Brit. str.	2 h.	J. S. Rouch	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 a.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	HAICHING	Brit. str.	2 h.	W. C. Pasmore	DOUGLAS LAFRAIK & Co.	On 2nd May, at 11 a.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	SUKOKIANG	Brit. str.	1 m.	H. Mathias	DOUGLAS LAFRAIK & Co.	On 5th May, at 11 a.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	SINGAN	Brit. str.	—	F. Jamieson	BUTTERFIELD & SWIRE	On 9th May, at 11 a.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	YUENSHANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 1st May, at Noon
SHANGHAI, MOJI KOBE & YOKOHAMA	ZAPIRO	Am. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 6th May, at Noon
SHANGHAI, MOJI KOBE & YOKOHAMA	RUBI	Am. str.	—	S. Crosby	TOYO KISEN KAISHA	To-day, at 2 p.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	TEAN	Brit. str.	1 m.	A. W. Outerbridge	TOYO KISEN KAISHA	To-day, at 4 p.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	Teak	BUTTERFIELD & SWIRE	On 10th May, at 2 p.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	On 2nd May, at 4 p.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	DEBANG	Ger. str.	—	F. Semblil	JARDINE, MATHESON & Co., Ltd.	On 17th May, at Noon
SHANGHAI, MOJI KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	S. J. G. Parsons	MELCHERS & Co.	To-day, at 10 a.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	SUBANG	Brit. str.	—	W. Rickell	NIPPON YUSEN KAISHA	On 2nd May.
SHANGHAI, MOJI KOBE & YOKOHAMA	LIUHSING	Brit. str.	—	E. F. Smith	JARDINE, MATHESON & Co., Ltd.	On 1st May, at 2 p.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	NAMSANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 3rd May, at 1 p.m.
SHANGHAI, MOJI KOBE & YOKOHAMA	TITAREM	Dut. str.	—	V. Zwart	JARDINE, MATHESON & Co., Ltd.	On 8th May, at Noon

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" Sat., 29th April	"ALLEN LINE" Friday, 26th May
"EMPRESS OF JAPAN" Sat., 20th May	"EMPRESS OF BRITAIN" Fri., 16th June
"EMPRESS OF CHINA" Sat., 10th June	"ALLEN LINE" Friday, 7th July
"MONTEAGLE" Wed., 28th June	"EMPRESS OF IRELAND" Fri., 28th July
"EMPRESS OF INDIA" Sat., 1st July	"ALLEN LINE" Friday, 18th Aug.
"EMPRESS OF JAPAN" Sat., 22nd July	

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" steamships 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers "243" "245."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

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## EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

## TRIPS TO TONKIN.

S.S. "SI-KIANG." Capt. E. de Catalano.

## MAIL LINE BETWEEN HONGKONG AND HAIPHONG

(via KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 a.m.

Arrives Haiphong on FRIDAY, at 2 p.m.

1st and 2nd Classes on Board.

For Passages and Freight, apply to  
**P. THOMAS, M.M. Co.'s Agent.**

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## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL

## LINES.

FOR	STEAMERS	TONS	TO SA.
KOBE and YOKOHAMA	"PRINZ SIGISMUND"	6,000	About 2nd May.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,050	Saturday, 29th April, at 10 a.m.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	18,300	Wednesday, 3rd May, at Noon
SHANGHAI, TSINGTAU, KOBE, YOKOHAMA	"BULOW"	16,900	About 3rd May.
MANILA, YAP, ANGAUR, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 20th May, at D'light

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to

**NORDDEUTSCHER LLOYD, MELCHERS & Co.,**  
 GENERAL AGENTS HONGKONG AND CHINA.  
 Hongkong, 26th April, 1911. 5

## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 29th April, 4 p.m.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 10th May, 4 p.m.

For Freight or Passage, apply to  
**SHEWAN, TOMES & Co., General Managers.**  
 HONGKONG, 21st April, 1911. [15]

## PORTLAND &amp; ASIATIC S.S. CO.

## OREGON-WASHINGTON RAILROAD

## AND NAVIGATION CO.

For PORTLAND VIA MOJI, KOBE and YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS
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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Neon, 29th April	See Special of Call.
SHANGHAI, MOJI, KOBE, PESHAWUR, and YOKOHAMA	Capt. E. W. Bruce	About 2nd May	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, and PORT SAID.	Capt. H. W. A. Clark	10 AM, 3rd May	Freight only
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA	Capt. E. F. Dally, R.N.R.	11 AM, 4th May	Freight and Passage.
SHANGHAI	DEVANHA	About 11th May	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. C. H. Watkins	About 17th May	Freight and Passage.

E. A. HEWETT, Superintendent.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHENAN	On 29th April, 8 PM
HAIPHONG	SUNGKIANG	On 1st May, Noon
AMOI, TSINGTAU, CHEFOO, and NEWCHANG	NENCHIANG	On 1st May, Noon
MANILA, CEBU and LOILO	TEAN	On 2nd May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, CORKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 3rd May, 4 P.M.
TIENSIN	KUEICHOV	On 5th May, 4 P.M.
HAIPHONG	SINGAN	On 6th May, Noon

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "FAMING." Saloon accommodation. Amidships. Electric Fans fitted. Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHU", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NT—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co. launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wanchow.

FARE, 45 SINGLE and 80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL
HONGKONG-SOUTH CHINA COAST PORTS		
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.		
FOR:		
SWATOW, AMOI AND FOOCHOW AND RETURN.		
(Occupying 9 to 10 Days).		
STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. F. Hodgins	TUESDAY, 2nd May, at 11 A.M.
"HAITIAN"	Capt. J. B. Rouch	FRIDAY, 5th May, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 9th May, at 11 A.M.
FOR SWATOW AND RETURN.		
(Occupying 3 Days).		
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 30th April, at 10 A.M.
		WEDDAY, 3rd May, at 11 A.M.

DOUGLAS, LARRAIC &amp; CO., GENERAL MANAGERS.

# HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL
IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."		
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.		
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.		
NEXT SAILINGS FROM HONGKONG:		
OUTWARD.		
FOR SINGHAI, KOBE and YOKOHAMA:		
S.S. FREINPERS	6th May	
S.S. SCANDIA	13th May	
S.S. SLAVONIA	4th June	
S.S. SEGOVIA	15th June	
S.S. SPEZIA	1st July	
S.S. SILESIA	12th July	
S.S. C. FERD. LAEISZ	28th July	
FOR ROTTERDAM, HAMBURG and ANTWERP:		
S.S. BELGRAVIA	4th May	
S.S. SUEVIA	10th May	
FOR ROTTERDAM, HAMBURG and ANTWERP:		
S.S. SACHSEN	26th May	
FOR ROTTERDAM, HAMBURG and ANTWERP:		
S.S. BAYERN	30th May	
FOR ROTTERDAM and HAMBURG:		
S.S. ARCADIA	2nd June	
FOR HAYRE and HAMBURG:		
S.S. FREINPERS	10th June	

HAMBURG-AMERIKA LINIE, Hongkong Office.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)		
SINGAPORE, SAMARANG, SOERABAYA	"YUENSANG"	Saturday, 29th April, 2 P.M.
SHANGHAI, KOBE and MOJI	"SUISANG"	Monday, 1st May, 2 P.M.
MANILA	"KUTSANG"	Friday, 5th May, Noon
SINGAPORE, PENANG & CALUTTA	"LOONGSANG"	Saturday, 6th May, 2 P.M.
TIENSIN	"NAMSANG"	Monday, 8th May, Noon
SANDAKAN	"CHEONGSHING"	Tuesday, 9th May, Noon
	"MAUSANG"	Wednesday, 17th May, Noon
RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).		
The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Yokohama.		
These vessels have all modern improvements and are fitted throughout with Electric Light.		
A duly qualified surgeon is also carried.		
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.		
Taking Cargo on through Bills of Lading to Yangtze Ports, Taingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.		
Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Two Usukan, Jesselton and Labuan.		
Telephone No. 215, Sub. Exch. 4.		
For Freight or Passage, apply to—		

JARDINE, MATHESON &amp; Co., LTD., GENERAL MANAGERS.

# U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

FOR	STEAMERS	TO SAIL
SEMI-TROPICAL ROUTE.		
Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.		
PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)		
STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Government of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

FOR	STEAMERS	TO SAIL
INTERMEDIATE SERVICE.		
PERSIA	9,000-Tons	FRIDAY, 19th May, at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.
THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th May, at 1 P.M.		
On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class.		
SALOON SERVICE is furnished at Intermediate Rates.		
FARES, HONGKONG to LONDON via Canadian Atlantic Ports	\$45.	
HONGKONG to SAN FRANCISCO via New York	\$45.	
Through Bills of Lading issued to Japan, North, Central and South American Ports.		
For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).		

FRED J. HALTON, AGENT.

# NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

FOR	STEAMERS	TO SAIL
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
DESTINATIONS.		
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	AKI MARU Capt. K. Homma 7,000	WEDDAY, 10th May, at Daylight
	MISHIMA MARU Capt. A. E. Moses 9,000	WEDDAY, 24th May, at Daylight
	KAGA MARU Capt. M. Hagino 7,000	WEDDAY, 7th June, at Daylight
	KAMAKURA MARU Capt. B. Kou 7,000	SATURDAY, 20th May, from Kobe
VICTORIA B.C. & SEATTLE	AWA MARU Capt. Iizawa 7,000	TUESDAY, 23rd May, at 4 P.M.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. S. Tomioka 7,000	TUESDAY, 20th June, at 4 P.M.
HAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler 6,000	FRIDAY, 12th May, at Noon
BOMBAY via SINGAPORE, COLOMBO	YAWATA MARU Capt. J. Nagao 5,000	FRIDAY, 9th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	BINGO MARU Capt. S. J. G. Parsons 5,000	TUESDAY, 2nd May
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. J. Nagao 5,000	WEDDAY, 10th May, at Noon
	HAKATA MARU Capt. A. Mooker 7,000	WEDDAY, 10th May

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only. ‡ Calling at Keelung and Shinaizu.

# PASSENGER SEASON, 1911.

FOR	STEAMERS	TO SAIL
SAILINGS AND PASSAGE RATES FROM HONGKONG TO MARSEILLES AND LONDON VIA SUEZ CANAL.		
Steamers	Tons	Leave H.K.
AKI MARU	7000	10th May
MISHIMA	9000	24th "
KAGA	7000	7th June
VICTORIA, B.C. & SEATTLE, WASH. U.S.A.		
Steamers	Tons	Leave H.K.
AWA MARU	7000	23rd May
INABA	7000	20th June

For further information as to Freight, Passage, Sailings, &amp;c., apply to T. KUSUMOTO, MANAGER.

# THOS. COOK & SON.

FOR	STEAMERS	TO SAIL
TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.		
Head Office for the Far East: 16, DES VŒUX ROAD, HONGKONG.		
SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.		
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.		
TOURS arranged to ALL PARTS of the WORLD.		
BAGGAGE collected, forwarded and insured at lowest rates.		
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.		
FOREIGN MONIES exchanged.		
CHINESE OFFICE: LUDGATE CIRCUS LONDON, E.C.		

# TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

FOR	STEAMERS	TO SAIL
Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.		
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)		
STEAMERS	Tons	CAPTAIN
AMERICA MARU	11,000	A. G. Stevens
TENYO MARU	21,000	E. Bent
NIPPON MARU	11,000	H. S. Smith
CHIYO MARU	21,000	W. W. Greene

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th May, at 1 P.M.

# SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)

Only Regular Direct Service to MEXICO, PERUVIAN and CHILEAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
HONGKONG MARU	11,000	H. Hongo
KIYO MARU	17,500	H. Nishi
BUYO MARU	10,500	K. Hashimoto

The Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUITQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG.

FOR	STEAMERS	TO SAIL
to SAN FRANCISCO		
"NEW YORK"		
"LONDON"		
"SALINA CRUZ or MANZANILLO"		
"VALPARAISO"		

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER, King's Building (Opposite Blake Pier).

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada; also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TO SAIL
VICTORIA, B.C. & TACOMA		
VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	"CANADA MARU"	TUESDAY, 2nd May, at Daylight
VICTORIA, B.C. & TACOMA		
VIA KEELEUNG, NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	TUESDAY, 16th May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	TO SAIL
TAMUI VIA SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 30th April, at 10 A.M.
ANPING and TAKAO VIA SWATOW and AMOI	"SOSHU MARU"	WEDDAY, 3rd May, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

703]

"The Beer That's Brewed to Suit The Climate"

"Just Try It"

Oriental Brewery Limited,

Hongkong

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# 18 CARAT GENUINE ROLLED GOLD JEWELLERIES

OF  
MESSRS. RODI & WIENENBERGER A-G, PFORZHEIM,  
(GERMANY).

Kept in Stock by the Undersigned.

THE GOODS ARE WARRANTED TO KEEP FOR 10 YEARS.

Sole Representative for China:

**HUGO C. A. FROMM,**

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51-1)

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

FOR	PRE	DATE
Hailong	Victoria	Saturday, 29th, 8.00 A.M.
Jessellon, Khat and Sandaka	Borneo	Saturday, 29th, 9.00 A.M.
Swatow and Bangkok	Choset	Saturday, 29th, 9.00 A.M.
Hohow, Singapore and Bangkok	Londra Sotey	Saturday, 29th, 9.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Tjilarom	Saturday, 29th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONGKONG AND SAN FRANCISCO

Mongolia

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letter 11.00 A.M. to Noon Extra  
Postage 10 cents.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)

Assaye

Manila, Cebu and Iloilo

Yuchang

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
VICTORIA AND VANCOUVER (B.C.)  
SIBERIAN MAIL TO EUROPE

Empress of India

Shanghai  
Port Bayard  
Swatow and Bangkok

Chenai  
Suichong  
Sexta

Swatow, Amoy and Tamui  
Haiphong

Hainan  
Dajin Maru  
Amigo

Singapore, Samarang and Sourabaya  
Haiphong

Suichong  
Nanshang  
Chunshang

Amoy  
Macao  
Shanghai, Meiji, Kobe, Yokohama, Victoria,  
and Tacoma

Sui Tai  
Canada Maru

Swatow, Amoy and Fuchow  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney,  
Hobart, Launceston, New Zealand,  
Dunedin, Melbourne, Adelaide, Perth  
and Fremantle

Haiyang

Macao  
Manila, Cebu and Iloilo  
Swatow

Sui Tai  
Tsun  
Hainan

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letter 11.00 A.M. to Noon Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Prima Ludwig

Singapore, Penang and Calcutta  
Manila, Cebu, Iloilo, Port Darwin, Thurs-  
day Island, Cooktown, Cairns Townsville,  
Brisbane, Sydney, Hobart, Launceston,  
New Zealand, Dunedin, Melbourne, Ade-  
laide, Perth and Fremantle

Lightning

Shanghai, Meiji, Kobe and Yokohama  
Swatow, Amoy and Fuchow  
Shanghai, Kobe and Meiji  
Tientsin  
Haiphong  
Manila, Cebu and Iloilo  
Singapore, Penang and Calcutta  
Tientsin

Changsha

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letter 11.00 A.M. to Noon Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Tourane

Manila, Cebu, Iloilo, Port Darwin, Thurs-  
day Island, Cooktown, Cairns Townsville,  
Brisbane, Sydney, Hobart, Launceston,  
New Zealand, Dunedin, Melbourne, Ade-  
laide, Perth and Fremantle

Nile

Swatow, Amoy and Fuchow  
Shanghai, Kobe and Meiji  
Tientsin  
Haiphong  
Manila, Cebu and Iloilo  
Singapore, Penang and Calcutta  
Tientsin

Haitan

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letter 11.00 A.M. to Noon Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Cheongshing

Manila, Cebu, Iloilo, Port Darwin, Thurs-  
day Island, Cooktown, Cairns Townsville,  
Brisbane, Sydney, Hobart, Launceston,  
New Zealand, Dunedin, Melbourne, Ade-  
laide, Perth and Fremantle

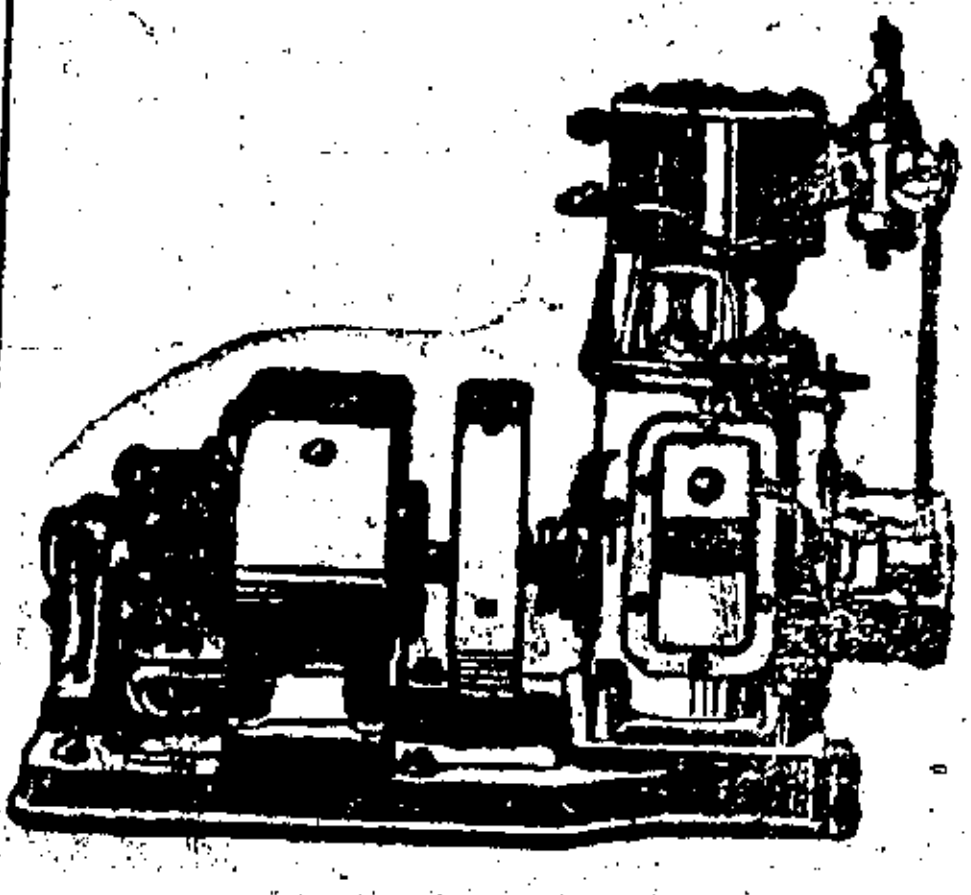
W. H. ALLEN, SON & CO., LTD.

MANUFACTURERS OF—  
A.—Centrifugal Pumps (including Turbine  
Pumps) driven by Steam-Engines, Electric  
Motors or by Belt.  
B.—Condensing Plants of the Surface and Jet  
Character Driven by Steam-Engines,  
Electric Motors or in any other manner.  
C.—Steam-Engines of the Open and Enclosed  
Type for Electric Lighting, Transmission  
of Power or for Driving by Belt.  
D.—Continuous Current Dynamos and Motors.  
E.—Centrifugal Fans for Forced or Induced  
Draft Driven by Steam-Engines, Electric  
Motors or by Belt.  
F.—Allen Vertical Enclosed Air Compressors.  
G.—Vertical Oil Engines.  
H.—Allen-Picard, Pictet "Water Turbines."

Full Details and Particulars of any of the above-mentioned Machinery.  
Apply to:

**WILLIAM C. JACK & CO., LTD.**

14, DES VŒUX ROAD CENTRAL, HONGKONG.



## COMMERCIAL

### EXCHANGE CLOSING QUOTATIONS.

April 28th.	
ON LONDON:	Telegraphic Transfer 1.94
	Bank Bills, on demand 1.94
	Bank Bills, at 30 days sight 1.94
	Bank Bills, at 4 months sight 1.94
	Credit, at 4 months sight 1.94
	Documentary Bills 4 months sight 1.94
ON PARIS:	Bank Bills, on demand 231
	Credit, at 4 months sight 235
ON GERMANY:	On demand 187
ON NEW YORK:	Bank Bills, on demand 441
	Credit, at 60 days sight 451
ON BOMBAY:	Telegraphic Transfer 1361
	Bank, on demand 1361
ON CALCUTTA:	Telegraphic Transfer 1361
	Bank, on demand 1361
ON SHANGHAI:	Bank, at sight 741
	Private, 30 days sight 751
ON HONGKONG:	On demand 891
ON SINGAPORE:	On demand 891
ON BATAVIA:	On demand 1091
ON HAIPHONG:	On demand 111
ON SAIGON:	On demand 111
ON BANGKOK:	On demand 111
SUBSIDIARY COINS.	
Chinese	20 cents pieces per cent.
Chinese	100 " " \$7.00 discount.
Hongkong	20 " " 37.22
Hongkong	100 " " 37.22
Hongkong	10 " " 37.10

## SHARE LIST.—QUOTATIONS.

HONGKONG, APRIL 28TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900.
National Bank of China, Limited	99,925	\$7	26	\$80, buyers
China Borneo Company, Limited	60,000	\$12	all	\$9.
China Light and Power Company, Limited	50,000	\$5	all	\$1: buyers
China Prudent, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$71, sellers
<b>COTTON MILLS.</b>				
Hongkong Cotton Spinning Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$51, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 48.
Laon-Kung-Mow & Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 221.
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$71	\$6	\$20, buyers
<b>DOCK AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55, sales.
New Amoy Dock Co., Limited	10,000	\$61	all	\$61, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 65.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85.
Fenwick & Co., Limited	18,000	\$25	all	\$5, buyers
Green Island Cement Co., Limited	400,000	\$11	all	\$31, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$195, sales
Hongkong Electric Co., Limited	60,000	\$10	all	\$121, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$70, buyers
<b>MANILA METROPOLE HOTEL LIMITED</b>	15,000	\$10	all	\$11.
Hongkong Ice Company, Limited	50,000	\$25	all	\$185.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17, sales
H'kong & Bop China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7, sal. & buy.
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$120.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105, x div. buy.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sales
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 1621, sales
Union Insurance Society, Limited	12,000	\$250	\$100	\$910, x div. buy.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$190, buyers
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$931, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$6, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$26, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 99.
West Point Building Co., Limited	12,500	\$50	all	\$47, sales
<b>MINE.</b>				
Societe Francaise des Charbons du Tonkin	16,000	\$250	all	\$700.
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$21, sellers
Peak Tramways Co., Limited	50,000	\$10	\$1	\$110, buyers
Phillipine Co., Limited	75,000	\$10	all	\$5, buyers
<b>RAFFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$105, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$20.
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10.
Douglas Steamship Co., Limited	20,000	\$50	all	\$19.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$291, sellers
Indo-China Steam Navigation Co., Ltd.	60,000	\$45	all	621, bu. & 151, don.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	901, sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$25.
South China Morning Post, Limited	6,000	\$25	all	\$25.
Steam Laundry Company, Limited	20,000	\$5	all	\$61.
<b>STONES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	all	\$3, buyers
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	\$10, sellers
Union Waterboat Co., Limited	100,000	\$10	all	\$500.
<b>RUBBER.</b>				
Para Rubber in London				5/3 per lb. steady
<b>Loans.</b>				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	71/2 p. 1888	Par.
			VERNON & SMYTH, Share-Brokers.	
<b>TO-DAY.</b>				
12.30 P.M.—Fourth Ordinary Annual Meeting of H. Price & Co., Ltd.				
<b>FORTHCOMING EVENTS.</b>				
Friday, 5th May—Old Alleynian Dinner at the Grand Hotel, 8 P.M.				
Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd. 12.30 P.M.				
<b>OPIUM.</b>				
Quotations are:				April 26th.
Malwa New	42,201/250 per picul			
Malwa Old	42,270/300			
Malwa Older	42,320/340			
Malwa V. Old	42,360/380			
Persian fine quality	\$1,150			
Persian extra fine	\$2,025			
Patra New	\$2,350			
Patra Old	\$2,350			
Banawa New	\$2,350			
Banawa Old	\$2,350			

# THE CIGARETTES OF DISTINCTION Bouton Rouge and Felucca



A LUXURY TO  
THE MAN  
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



## THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above  
Company is its



**STERILIZED  
NATURAL MILK.**

A trial of which will satisfy you of its  
EXCELLENCE.

PRICE:  
20 Cents Per Tin,  
\$2.50 Per Doz. Tins.  
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—  
LANE, CRAWFORD & Co  
KWAN TEE, Queen's Road Central.  
CHONG TEE, Queen's Road Central.  
MAN YUEN, Queen's Road East.  
NAM HING LOONG, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY,  
11, Caine Road.

## H. PRICE & CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS  
will be held at the Company's Offices, at 12, Queen's Road Central, on SATUR-  
DAY, the 29th inst., at 12.30 P.M., for the purpose of receiving the Report of the  
Directors and the Statement of Accounts to the 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to  
29th inst., both days inclusive.

By Order of the Board of Directors,

A. CHARLTON,  
Secretary.

Hongkong, 21st April, 1911.

## HONGKONG TIDE TABLE.

From April 29th to May 5th, 1911.

HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'kong Time.	Height.	Days of Week.	Days of Month.	H'kong Time.	Height.
Sat.	29	h. m.	ft. in.	h. m.	ft. in.		
	9	4	6	3	0	1	9
Sun.	30	10	4	5	3	49	0
	1	9	37	7	3	31	2
Mon.	1	11	2	5	2	4	0
	10	15	7	5	4	40	0
Tues.	2	0	11	4	7	5	2
	10	55	7	4	6	33	0
Wed.	3	1	32	4	3	5	0
	11	42	7	2	7	40	0
Thurs.	4	3	8	1	5	23	3
	0	35	8	1	8	56	1
Fri.	5	no inferior	high	1	10	16	1
			6	3			

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 28th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.84	29.91	29.82
Temperature	66	71	72
Humidity	86	80	83
Wind Direction	E	ENE	E
Force	4	3	3
Weather	cl	o	o
Rain	—	0.01	—

Highest open air Temperature on 27th... 69  
Lowest open air Temperature on 27th... 65

MESSRS. FALCONER & COMPANY'S  
REGISTER.

April 28th.			
Barometer 9 A.M.	29.89	Ther. (Wetbulb) 9 A.M.	69
Barometer 1 P.M.	29.89	Ther. (Wetbulb) 1 P.M.	70
Barometer 4 P.M.	29.83	Ther. (Wetbulb) 4 P.M.	70
Thermom. 9 A.M.	72	Ther. Maximum	73
Thermom. 1 P.M.	73	Ther. Minimum	69
Thermom. 4 P.M.	73	over night	69